

APPROVED

September 2, 2008

Michigan State Administrative Board

Lansing, Michigan

August 19, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, August 19, 2008, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Brandon Hofmeister, Deputy Legal Counsel, representing John D. Cherry, Jr., Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of State
Wayne Roe, Jr., Administrator, Contract Services Division, representing Kirk T. Steudle, Director, Department of Transportation
Elaine Madigan, Executive Director of School Finance and School Law, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Absent: Robert J. Kleine, State Treasurer

Others Present:

Scott Ross, Department of Environmental Quality; Elise Lancaster, Eva Rojas, TeAnn Smith, Department of Management and Budget; Amy Meldrum, Department of Transportation; Shawn Elliott, Capitol Club Tower; Ken Beall, Loomis, Ewert; Jason Cupples, Maxim Healthcare Services

1. CALL TO ORDER:

Mr. Keenan called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Mr. DeBano moved that the minutes of the regular meeting of August 5, 2008, be approved and adopted. The motion was supported by Ms. Madigan and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedule(s):

DEPARTMENT OF NATURAL RESOURCES, Financial Services, Fund and
Revenue Accounting Section, 8/19/2008

Mr. DeBano moved that the Retention and Disposal Schedule be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

APPROVED

August 19, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **August 12, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Sherry Bond, James
Burris, Cindy Collins, Janet Rouse, Carol Schulz, Department of
Management and Budget; Rick Dolan, Department of Transportation

The Building Committee regular agenda was presented.

Following discussion, Mr. Keenan moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Herzig, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

August 12, 2008 / August 19, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – G. Mennen
Williams Building – Renovation of 1st & 3rd Floors
File No. 071/06112.RWG - Index Nos. 44108 & 53239
Low Responsive Bidder: HBC Contracting, Lansing; \$1,318,500.00

Purpose/Business Case

The purpose of this contract is to renovate the 1st (former law library) and partial 3rd floors to create new office space.

Benefit

The State will benefit by having additional useable office space.

Funding Source

8% Agency Operating Funds, 92% State Building Authority Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in the space not being occupied.

Zip Code

48906

2. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – George W.
Romney State Office Building - Renovation of North and West Main Entrances
File No. 071/06226.RWG - Index No. 44114
Low Responsive Bidder: HBC Contracting, Lansing; \$271,998.00

Purpose/Business Case

The purpose of this contract is to renovate the north and west entrances of the Romney Building. The current entrances have become problematic due to aging doors and door hardware and have created a hazard for persons entering the building due to the difficulty of opening the doors. Additionally the current entrance configuration does not create an appropriate air lock to prevent cold air from entering the lobby area. An

expansion of the west vestibule and an addition of heating units to the north & west vestibules and the lobby will be installed to correct the heating deficiencies.

Benefit

The remodel will improve access to and from the building and correct the cold air problem.

Funding

100% Agency Operating Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to provide correction will result in a continuance of inefficient operation.

Zip Code

48933

3. DEPARTMENT OF NATURAL RESOURCES, DETROIT – Tri-Centennial State Park and Harbor - Phase II Construction
File No. 751/01054.RCH - Index No. 99082
Low Responsive Bidder: Anglin Civil Constructors, Ltd., Novi; \$3,421,217.00

Purpose/Business Case

The purpose of this contract is to renovate the parcel on the Detroit River as a contiguous part of the Detroit river walk and install features to represent Michigan natural resources.

Benefit

The State will benefit by having a developed area on the river for the public to use.

Funding Source

100% Donated Private Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in the area remaining dilapidated and underdeveloped.

Zip Code

48243

4. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAYLING – Camp Grayling Annual Training Center – Construct Infantry Platoon Battle Course
File No. 511/08012.EEW - Index No. 21000
Low Responsive Bidder: B&B General Contracting, Oscoda; \$2,324,470.00

Purpose/Business Case

The purpose of this contract is to construct an Infantry Platoon Battle Course on the Range 30 Complex at the Camp Grayling Training Center.

Benefit

The State will benefit by the units of the Michigan National Guard being provided with the latest in infantry training ranges to develop the skills required to fight and survive in a hostile environment.

Funding Source

100% Federal Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in the loss of federal funding and the construction jobs associated with the construction of the range. It could also have a negative impact on the ability of the units of the Michigan Army National Guard to maintain the combat skills necessary for deployment.

Zip Code

49738

REVISIONS TO CONSTRUCTION CONTRACTS

5. DEPARTMENT OF NATURAL RESOURCES, CHEBOYGAN – Cheboygan Lock & Dam – Lock & Dam Repairs
File No. 751/03476.HRB – Index No. 99016
Morrish-Wallace Construction Company, Inc., dba/Ryba Marine Construction, Cheboygan; CCO No. 4, Incr. \$368,611.01

Purpose/Business Case

The purpose of this change order is to provide sea lamprey trap modifications, plunge pool access roadway, widening of boat launch entrance road, concrete walkway for ADA requirements, shoreline protection gabions, and extra coring with concrete grout within the dam structure.

Benefit

The State will benefit by being in compliance with ADA requirements and guidelines.

Funding Source

100% Restricted Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will jeopardize the safety and integrity of the dam structure and plunge pool area with potential voids and eventual failure. Without the ADA accessible walkway, the project would be denying opportunity for all to enjoy the activities in the plunge pool area.

Zip Code

49721

6. DEPARTMENT OF CORRECTIONS, JACKSON – Egeler Correctional Facility – Renovations to Cell Blocks 1, 2, 3 & 7 and Housing Units A & B
File Nos. 472/06408.JNS & 472/08294.JNS – Index Nos. 53275 & 06010
Carrier Construction Company, Inc., Hickory Corners; CCO No. 12, Incr.
\$132,924.00

Purpose/Business Case

The purpose of this change order is to renovate Building 142, including mechanical systems, electrical systems, and architectural finishes, necessary to provide work/assessment space for additional mental health professionals agreed to under a pre-emptive settlement; sidewalk and sub-surface replacement on the north side of Cell Blocks 1, 2 and 3; additional general conditions for the extended contract time; and new cabinet unit heaters in the new stair wells at Cell Blocks 1, 2 and 3. In addition, this change order includes credits for deleting the shaker wire detection system on a portion of the fence, and for deleting work on the walkway near the Egeler dining facility.

Benefit

The State will benefit by complying with the pre-emptive settlement negotiated by the State Attorney General's office, replacement of unsuitable soils and damaged sidewalk, providing heat in the stair wells, and receiving credits for work that is no longer required at this time.

Funding Source

98% Agency Operating Funds; 2% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in the Department of Corrections not meeting conditions of the pre-emptive settlement on resolution of issues in the Hadix and MPAS litigation. Remaining issues within the change order are necessary to close out the construction of stair towers at Cell Blocks 1, 2 and 3. The work in Cell Blocks 1, 2 and 3 addresses fire safety means of egress and heat related illness and is being completed under court order as per agreements reached between the Department of Corrections and the United States District Court, Western Division of Michigan, Southern Division.

Zip Code

49201

RESOLUTION OF THE STATE ADMINISTRATIVE BOARD

7. Resolution of the State Administrative Board Approving Construction and Completion Assurance Agreements, Conveyances of Property and Leases for Certain Facilities

Legislative Background

Project	Public Act	Total Cost	SBA Share	College / University Share	GF/GP Share	Concurrent Resolution	Date Approved
CMU Education and Human Services Bldg	PA10 of 2005 PA345 of 2006	\$50,000,000	\$37,499,800	\$12,500,000	\$200	HCR 92 of 2008	6/27/08
WSU Engineering Development Center	PA10 of 2005 PA345 of 2006	\$27,350,000	\$14,999,800	\$12,350,000	\$200	SCR 64 of 2006 HCR 93 of 2008	12/14/06 6/27/08
DOC Egeler Correctional Facility Fire Safety Improvements	PA345 of 2006	\$8,300,000	\$8,299,900	\$0	\$100	HCR 91 of 2008	6/27/08

Purpose/Business Case

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreements between the State Building Authority, State of Michigan, and certain facilities, the conveyance of the facilities to the Authority, and the forms of the leases.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

Benefit

The approval of this resolution will allow the State Building Authority to finance the Authority's share of the projects with short-term commercial paper notes.

Funding Source/ Commitment Level & Zip Code

Short-term commercial paper notes will initially finance the Authority's share of the projects through the acquisition/construction/renovation phase of the projects. At completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund. At this time, only rental ranges have been determined. The annual rental will be within or below this range.

Central Michigan University Education and Human Services Building

\$2,572,000 - \$3,363,000

Zip Code

48859

Wayne State University Engineering Development Center

\$1,029,000 - \$1,345,000

Zip Code

48202

Department of Corrections Egeler Correctional Facility Fire Safety Improvements

\$601,000 - \$773,000

Zip Code

49201

Risk Assessment

Without approval of this resolution, the projects cannot be bonded and cannot be conveyed to the SBA.

LEASE FOR PRIVATE PROPERTY

8. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, BAY CITY - New Lease #11342 effective September 1, 2008, through August 31, 2028, with Green Leedership, a Limited Liability Company, 32500 Telegraph Road, Bingham Farms, Michigan 48025, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth, as Lessee, for 3,951 square feet of office space located at 1515 North Johnson Street, Bay City, Michigan 48708. The per square foot rental rate for this space is \$17.98 (\$5,919.92 per month). Effective September 1, 2009 the annual rental rate increases 2.9% to \$6,094.42 per month. Effective September 1, 2010 the annual rental rate increases 2.5% to \$6,245.87 per month. Effective September 1, 2011 the annual rental rate increases 2.5% to \$6,403.91 per month. Effective September 1, 2012 the annual rental rate increases 2.5% to \$6,561.95 per month. Effective September 1, 2013 the annual rental rate increases 7.8% to \$7,072.29 per month. Effective September 1, 2018 the annual rental rate increases 13.2% to \$8,004.07 per month. Effective September 1, 2023 the annual rental rate increases 13.2% to \$9,060.96 per month. This rate does not include public utilities, water, trash removal, janitorial services and supplies. This Lease contains two five-year renewal options with a per square foot rental rate of \$32.68 (\$10,759.89 per month) and \$37.89 (\$12,475.28 per month) respectively. This Lease contains an Executive cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The purpose of this Lease is to cancel Lease #1515 located at 503 North Euclid, Bay City and co-locate the Department of Labor and Economic Growth with the Department of Environmental Quality in a new building. The rate is within current market rate for this area.

Benefit

This move will streamline operations to improve efficiency while locating at a Brownfield site.

Funding Source

100% Federal Funds

Commitment Level

Twenty years with two five-year renewal options; however, this Lease contains an Executive cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from moving staff to consolidated centrally located space while achieving cost savings by staff being in close proximity for related services.

Zip Code

48708

9. DEPARTMENT OF COMMUNITY HEALTH, LANSING - New Lease #11300 effective October 1, 2008, through September 30, 2009, with Spadafore Distributing Company, a Michigan Corporation, 635 Filley Street, Lansing, Michigan 48906, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Community Health, as Lessee, for 5,507 square feet of warehouse space located at 737 Filley Street, Lansing, Michigan 48906. The per square foot rental rate for this space is \$4.65 (\$2,133.96 per month). This rate does not include public utilities, janitorial services, trash removal and fluorescent tubes and bulbs. This Lease contains nine one-year renewal options with a per square foot rental rate increase of \$0.15 per year. This Lease contains an Either Party cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This Department requires an environmentally controlled, secure warehouse.

Benefit

This Lease allows the Department to fulfill Federal grant requirements.

Funding Source

100% Federal Funds

Commitment Level

One year with nine one-year renewal options; however, this Lease contains an Either Party cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from fulfilling Federal grant requirements thereby risking the loss of millions of dollars in Federal program funds.

Zip Code

48906

SUB-LEASE FOR PRIVATE PROPERTY

10. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, HOWELL - New Sub-Lease #11191 effective July 1, 2008, through October 31, 2010, with Livingston County, a Michigan Municipal Corporation, 304 East Grand River, Howell, MI 48843, as Sub-Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth as Sub-Lessee, for 150 square feet of office space located at 1240 Packard Drive, Township of Howell, County of Livingston. The annual per square foot rental rate for this space is \$19.88 (\$248.45 per month). This is a full service Sub-Lease.

This Sub-Lease contains a Standard cancellation clause with 30-days notice.
The Attorney General has approved this Sub-Lease as to legal form.

Purpose/Business Case

To extend the current Sub-Lease which expires on 7/1/08 for the remaining term of the parent lease which expires on 10/31/10.

Benefit

The Sub-Lease at this location allows the Agency to co-locate with the Livingston County Michigan Works! provider which makes service delivery to their shared customers more effective and efficient.

Funding Source

100% Federal Funds

Commitment Level

Two years and four months; however, this Sub-Lease contains a Standard cancellation clause with 30-days notice.

Risk Assessment

Non-approval of this Sub-Lease will hinder the Department from avoiding a prolonged holdover tenancy status and possibly from providing services to its customers as efficiently and effectively if that evolves into a need to relocate.

Zip Code

48843

11. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, LAPEER - New Sub-Lease #11009 effective July 1, 2008, through September 30, 2011, with Thumb Area Workforce Investment Development Board, a Michigan Corporation, 3270 Wilson Street, Marlette, Michigan 48453, as Sub Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth as Sub Lessee, for 812.25 square feet of office space located at 550 Lake Drive, City of Lapeer, County of Lapeer, Michigan. The annual per square foot rental rate for this space is \$17.58 (\$1,190.01 per month). This is a full service Sub Lease. This Sub Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this Sub Lease as to legal form.

Purpose/Business Case

This Sub-Lease succeeds a previous one that is about to expire, and will thus allow the agency to remain in its current location.

Benefit

This Sub-Lease offers continued co-location synergies with the local Michigan Works Agency.

Funding Source

100% Federal Funds

Commitment Level

Three years and three months; however, this Sub-Lease contains a Standard cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this Sub-Lease will hinder the Department from exercising its joint customer service partnership with its Michigan Works Agency (MWA) host in a manner proven to be effective over the past five years and would likely cause the agency to require alternative space to accommodate its Lapeer area operations.

Zip Code

48453

RENEWAL LEASE FOR PRIVATE PROPERTY

12. DEPARTMENT OF STATE POLICE, EAST LANSING - Renewal of Lease #10564 effective August 1, 2008, through July 31, 2018, with BN Engineering & Associates Co., a Michigan Corporation, 24660 Beierman, Warren, Michigan 48091, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State Police, as Lessee, for 7,500 square feet of office space located at 714 South Harrison Road, East Lansing, Michigan 48823. Effective August 1, 2008 through July 31, 2012 the annual per square foot rental rate for this space is \$7.29 (\$4,558.52 per month). Effective August 1, 2012 through July 31, 2018 the annual per square foot rental rate for this space is \$8.63 (\$5,393.09 per month). This rate does not include public utilities, janitorial services and supplies, fluorescent tubes and bulbs, snow removal, and trash removal. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This space is utilized by the Department of State Police, County of Macomb Enforcement Team and continues to meet their needs.

Benefit

Renewal of this Lease allows the Department to remain at their current location and continue their partnership with various local, state and federal enforcement entities. The rental rate has been reduced substantially for the next ten year period from \$9.28 per square foot to \$7.29 per square foot. We also eliminated the annual lump sum tax adjustment which was an additional cost to the State.

Funding Source

100% Restricted Funds

Commitment Level

Ten Years; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from providing continued services to the community.

Zip Code

48823

13. DEPARTMENT OF STATE POLICE, GAYLORD - Renewal of Lease #7852 effective November 1, 2008, through October 31, 2018, with NRJ, LLC, a Limited Liability Company, c/o CB Richard Ellis/Grand Rapids, 1111 Michigan Avenue, Suite 201, East Lansing, Michigan 48823, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State Police, as Lessee, for 2,800 square feet of office and garage space located at 1964 O'Rourke, Gaylord, Michigan 49735. The annual per square foot rental rate for this space is \$4.91 (\$1,145.67 per month). This rate does not include utility charges, exterior grounds maintenance, janitorial, replacement of tubes and bulbs, snow and ice removal, and trash removal. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$5.16 (\$1,204.00 per month). This Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This is a renewal of an existing lease. This space continues to meet the operational needs of the Department.

Benefit

Renewal of this Lease allows the Department to remain at the current location and avoid relocation costs. The rental rate is within current market rate for comparable space.

Funding Source

100% General Fund

Commitment Level

Ten years with two five-year renewal options; however, this Lease contains a Standard cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing uninterrupted service and could possibly bring about increased costs if forced to relocate.

Zip Code

49735

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

14. DEPARTMENT OF TRANSPORTATION, TAYLOR - Addendum #1 to Lease #10582 approved by the State Administrative Board on October 20, 1998, Item #5, between Horizon Properties, LLC, now Fast Track Ventures, a Limited Liability Company, 24501 Ecorse Road, Taylor, MI 48180, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Transportation, as Lessee, for 12,076 square feet of space located at 25185 Goddard Road, Taylor, Michigan. This Addendum provides for a month-to-month extension for a maximum of nine months. The annualized per square foot rental rate is \$12.30 (\$12,382.93 per month). The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

MDOT needs to briefly extend its tenancy at its current location until it can move to a new facility now under construction. The parties have agreed to amend the current lease as proposed to achieve that end.

Benefit

Precludes a likely tenant at will situation for MDOT after 10/31/08 while it awaits completion of its new state-owned facility.

Funding Source

100% Restricted Funds

Commitment Level

Month-to-month extension for not more than nine months of a lease that would otherwise expire on October 31, 2008.

Risk Assessment

Non-approval of this Lease will hinder the Department from avoiding a "tenant at will" situation at its current location until it can relocate to a nearby state-owned building now under construction.

Zip Code

48180

APPROVED

August 19, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A special meeting of the **Building** Committee was held at **11:00 a.m.**
on **August 19, 2008**. Those present being:

Chairperson: _____, representing _____ Approved _____
State Treasurer Kleine

Member: Brandon Hofmeister, representing Approved _____
Lt. Governor Cherry

Acting Kelly Keenan, representing Approved _____
Chairperson: Governor Granholm

Others: Kevin Francart, Patrick Isom, Iris Lopez, Department of
Attorney General; Elaine Madigan, Department of Education;
Sherry Bond, Eva Rojas, TeAnn Smith, Department of Management
and Budget; Brian DeBano, Department of State; Wayne Roe, Jr.,
Department of Transportation; Shawn Elliott, Capitol Club
Tower; Ken Beall, Loomis Ewert

The Building Committee special agenda was presented.

Following discussion, Mr. Hofmeister moved that the special agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Keenan, the motion was unanimously adopted.

Mr. Keenan adjourned the meeting.

SPECIAL AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

August 19, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

DISCHARGE AND DISCLAIMER OF INTEREST IN REAL PROPERTY

THE DEPARTMENT OF MANAGEMENT AND BUDGET recommends that the State Administrative Board, by authority of 1947 PA 31, MCL 565.131, discharge and disclaim all interests in the following property located in the City of Lansing, Ingham County, Michigan:

All of that property bounded on the north by the south line of Block 112, of the recorded plat of the City; on the east by the Grand River; on the south by the north line of Block 113, Plat of City; and on the west by the east line of Grand Street, City of Lansing.

The Attorney General has approved this Discharge and Disclaimer of Interest as to legal form.

Purpose/Business Case

The above parcel can be generally described as being the terminus of Allegan Street between Grand Street (Avenue) and the Grand River, under the South Grand Ramp. The State of Michigan conveyed this property by quitclaim deed to the City of Lansing in 1997; however, there is no evidence that the state ever had any interest in the property to convey. The parcel is part of a conveyance between the City of Lansing and a group of local developers for the "Capital Club Tower" project. The development consists of a 12-20 story condominium tower with a minimum of 80 residential units, and has an estimated project cost of \$25 million. The purpose of the Discharge and Disclaimer of Interest is to resolve outstanding title issues so that the sale can be consummated and the development can proceed.

Benefit

The City of Lansing and State of Michigan benefit from this downtown revitalization project.

Funding Source

N/A

Commitment

N/A

Risk Assessment

Failure to discharge and disclaim the state's interest in the property may halt the project from moving forward.

Zip Code

48933

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Mr. Keenan presented the Building Committee Reports for the regular meeting of August 12, 2008, and the special meeting of August 19, 2008. After review of the foregoing Building Committee Reports, Mr. Keenan moved that the Reports covering the regular meeting held August 12, 2008, and the special meeting held August 19, 2008, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

APPROVED

August 19, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **August 12, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Sherry Bond, James Burris, Janet Rouse, Department of
Management and Budget; Rick Dolan, Department of Transportation

The Finance and Claims Committee regular and supplemental agendas were presented.

Following discussion, Ms. Lopez moved that the regular and supplemental agendas be recommended to the State Administrative Board for approval with Items 2(1), 5(4), and 6(1) of the regular agenda withdrawn and Item 1s(1) of the supplemental agenda contingent upon approval by the Michigan Education Trust (MET) Board prior to the State Administrative Board meeting on August 19, 2008. The motion was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

At the State Administrative Board meeting on August 19, 2008, Item 1(2) of the regular agenda was withdrawn by the Department of Corrections.

A G E N D A

8/11/08 9:15 version

FINANCE AND CLAIMS COMMITTEE

August 12, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center
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STATE ADMINISTRATIVE BOARD

August 19, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center
.....

This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1. DEPARTMENT OF CORRECTIONS

- | | | |
|----|---|---|
| 1) | K A H, Inc. dba Universal
Laundry Machinery
Westland, MI | \$ 202,479.00 Total
FY08 100% Revolving Fund
Washers and dryers for Michigan
State Industries |
| 2) | M J Foley Company
New Baltimore, MI | \$ 34,935.00 Total
FY08 100% Revolving Fund
Sewing machines for Michigan
Industries |
| 3) | Various Health Care
Providers
(Listing on File) | NOT TO EXCEED
\$ 957,000.00 Total
FY09-10 100% General Fund
Health care services for
prisoners in the Bureau of
Health Care Services, Region
III |
| 4) | Various Sex Offender
Counseling Providers
(Listing on File) | NOT TO EXCEED
\$ 3,345,000.00 Total
FY09-11 100% General Fund
Sex offender counseling for
parolees and probationers |

2. DEPARTMENT OF ENVIRONMENTAL QUALITY

- | | | |
|----|-------------------------------|---|
| 1) | Richard Bishop
Madison, WI | \$ 32,000.00 Total
FY08-10 100% Restricted Funds
Expert witness services in the
Dow Chemical Natural Resource
Damage Assessment Matter |
|----|-------------------------------|---|

2. DEPARTMENT OF ENVIRONMENTAL QUALITY continued

2)	Various Health Monitoring Services Providers (Listing on File)	NOT TO EXCEED \$ 233,000.00 Total FY09-11 100% Various Funding Participating Health Monitoring/Occupational Health Facilities
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3. DEPARTMENT OF HISTORY ARTS AND LIBRARIES

1)	Michigan Library Consortium Lansing, MI	NOT TO EXCEED \$ 2,200,000.00 Total FY09-11 100% Federal Funds To provide Services and Support for the Michigan eLibrary
----	--	---

4. DEPARTMENT OF HUMAN SERVICES

1) left blank intentionally

2) left blank intentionally

3)	Jodie Lynn Sehl Waters, MI	NOT TO EXCEED \$ 39,472.00 Total FY08-10 100% Federal Funds Two-year, one-month contract for education/home visits and parent aide services
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4)	Central Michigan District Mt. Pleasant, MI	NOT TO EXCEED \$ 135,804.00 Total FY09-11 100% Federal Funds Three-year contract for prevention services
----	---	---

4. DEPARTMENT OF HUMAN SERVICES continued

- | | | |
|-----|---|---|
| 5) | Family and Children Services
Battle Creek, MI | NOT TO EXCEED
\$ 245,994.00 Total
FY09-11 100% Federal Funds
Three-year contract for family
advocate services |
| 6) | Macomb County Board of
Commissioners, MSU
Extension
Clinton Township, MI | NOT TO EXCEED
\$ 59,976.00 Total
FY09-11 100% Federal Funds
Three-year contract for life
skills |
| 7) | Orchards Children Services
Southfield, MI | \$ 354,960.00 Total
FY09-11 100% Federal
Three-year contract for in home
services to PA 150 State/
probate wards |
| 8) | ABCD Training
Grand Rapids, MI | NOT TO EXCEED
\$ 28,704.00 Total
FY09-11 99.59% Federal Funds
.41% General Funds
Three-year contract for Family
Automated Screening Tool (FAST) |
| 9) | Interurban Transit
Partnership
Grand Rapids, MI | NOT TO EXCEED
\$ 144,000.00 Total
FY09-11 99.59% Federal Funds
.41 General Funds
Three-year contract for direct
Transportation services |
| 10) | FF09 - series
(Listing on File) | NOT TO EXCEED
\$ 29,291,775.00 Total
FY09-11 100% Federal Funds
Three-year contract for
Families First services |

4. DEPARTMENT OF HUMAN SERVICES continued

- | | | |
|-----|--|---|
| 11) | Highfields, Inc.
Onondaga, MI | NOT TO EXCEED
\$ 578,181.00 Total
FY09-11 100% Federal Funds
Three-year contract for in-home
services for families with
children in foster care |
| 12) | Orchards Childrens Services
Southfield, MI | NOT TO EXCEED
\$ 723,213.00 Total
FY09-11 100% Federal Funds
Three-year contract for in-home
services for families with
children in foster care |
| 13) | Life's Resources, Inc.
Addison, MI | \$ 30,000.00 Total
FY09-11 100% General Funds
Three-year contract for Speech
Therapy for Adrian Training
School |
| 14) | Mid Michigan Health Park
Houghton Lake, MI | \$ 66,000.00 Total
FY09 100% General Funds
Three-year contract for medical
services Nokomis Challenge
Center |
| 15) | Oakland Livingston Human
Services Agency
Pontiac, MI | NOT TO EXCEED
\$ 335,000.00 Total
FY08-09 100% Federal Funds
One-year contract for energy
assistance services |
| 16) | left blank intentionally | |
| 17) | left blank intentionally | |

4. DEPARTMENT OF HUMAN SERVICES continued

- | | | |
|-----|---|---|
| 18) | Catholic Human Services
Alpena, MI | NOT TO EXCEED
\$ 224,877.00 Total
FY09-11 100% Federal Funds
Three-year contract for
Wraparound Coordination
Services in Alcona County |
| 19) | Lutheran Child & Family
Services
Bay City, MI | NOT TO EXCEED
\$ 65,250.00 Total
FY09-11 100% Federal Funds
Three-year contract for
Wraparound Coordination
Services in Gratiot County |
| 20) | Judson Center
Royal Oak, MI | NOT TO EXCEED
\$ 776,997.00 Total
FY09-11 100% Federal Funds
Three-year contract for
Wraparound Coordination
Services in Oakland County |
| 21) | Catholic Family Services
Kalamazoo, MI | NOT TO EXCEED
\$ 46,347.00 Total
FY09-11 100% Federal Funds
Three-year contract for youth
in transition services |

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

5. DEPARTMENT OF HUMAN SERVICES

- | | | |
|----|--|--|
| 1) | Otsego County Court
Gaylord, MI | \$ 40,000.00 Amendment
\$ 85,000.00 New Total
FY08-09 100% General Funds
Additional funds for regional
detention transport services |
| 2) | Family Services & Children's
Aid
Jackson, MI | \$ 64,000.00 Amendment
\$ 212,000.00 New Total
FY11 100% Federal Funds
Additional funds to add third
year to contract for kinship
services |

5. DEPARTMENT OF HUMAN SERVICES continued

- 3) Leland Public Schools \$ 6,000.00 Amendment
Leland, MI \$ 30,000.00 New Total
FY08-10 100% Federal Funds
Additional funds for additional
coordination services
- 4) Federation of Youth Services \$ 84,271.06 Amendment
Detroit, MI \$ 682,253.47 New Total
FY08 100% Federal Funds
Additional funds for supportive
services to pregnant and/or
parenting youth

6. DEPARTMENT OF LABOR & ECONOMIC GROWTH

- 1) The Davis Appraisal Co., LLC \$ 73,000.00 Amendment
Saginaw, MI \$ 146,000.00 New Total
FY09 100% Restricted funds
One-year extension to the
contract to retain the services
of a licensed certified general
appraiser as an expert in the
investigation and testimony
related to appraiser
complaints. The Federal
government requires all
complaints to be investigated
and adjudicated in one-year of
the complaint receipt. Licensed
appraisers are not available
from within agency.
- 2) William Listman \$ 46,500.00 Amendment
Macomb, MI \$ 181,499.00 New Total
FY08 100% Restricted Funds
Additional funds are needed for
this SAAG contract to
adequately represent and defend
the Homeowner Construction Lien
Recovery Fund.

6. DEPARTMENT OF LABOR & ECONOMIC GROWTH continued

3)	Robert Swartz	\$	30,250.00	Amendment
	Grand Rapids, MI	\$	150,250.00	New Total
		FY08	100% Restricted Funds	
			Additional funds are needed for this SAAG contract to adequately represent and defend the Homeowner Construction Lien Recovery Fund.	

7. DEPARTMENT OF TREASURY

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SECTION III - AGENCY SUBMITTED - NEW GRANTS

8. DEPARTMENT OF COMMUNITY HEALTH

1)	ChangeScape, Inc.	\$	580,000.00	Total
	Birmingham, MI	FY08-09	100% State GF	
			One-year grant agreement to provide funding for planning a regional health information exchange in Southwest Michigan Medical Trading Area	
2)	Adam Paul Ryan	\$	46,550.00	Total
	Iron Mountain, MI	FY08-10	50% Federal Funds	
			50% Local	
			Two-year grant agreement to provide funding for primary care medical, dental, or mental health professionals willing to work full time in a Michigan Health Professional Shortage Area	

9. DEPARTMENT OF ENVIRONMENTAL QUALITY

- | | | |
|----|--|---|
| 1) | Ducks Unlimited, Inc.
Ann Arbor, MI | \$ 64,000.00 Total
FY08-09 100% Federal Funds
Grant for a Phragmites control
demonstration project to help
improve Great Lake coastal
wetlands |
| 2) | Clemson University
Clemson, SC | \$ 171,000.00 Total
FY08-09 100% Restricted Funds
Funds for the continued
Analysis of samples collected
from bald eagles and herring
gulls for bio-accumulative
chemicals of concern |

10. DEPARTMENT OF HUMAN SERVICES

- | | | |
|----|---|--|
| 1) | Black Child & Family
Institute
Lansing, MI | \$ 300,000.00 Total
FY09-11 100% GFGP
Three-year grant for child &
family services |
| 2) | 10 th Circuit Court-
Family Division
Saginaw, MI | \$ 225,000.00 Total
FY09-11 100% Federal Funds
Three-year grant for mental
health treatment |
| 3) | MACF - series
(Listing on File) | \$ 3,903,602.00 Total
FY08-09 100% General Funds
One-year, one-month grant for
various programs including
mentoring, education, health,
etc. |
| 4) | MSU - 4-H Extension
East Lansing, MI | \$ 317,896.00 Total
FY08-09 100% General Funds
One-year, one-month grant for
Learn and Serve Program |
| 5) | Kent Intermediate School
District
Grand Rapids, MI | \$ 40,000.00 Total
FY08-09 100% General Funds
One-year, one-month grant for
Learn and Serve Program |

10. DEPARTMENT OF HUMAN SERVICES continued

6)	TANF09 - series (Listing on File)	NOT TO EXCEED \$ 2,220,520.00 Total FY09 100% Federal Funds One-year grant for temporary assistance to needy families services
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11. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1)	Statewide Centers For Independent Living (Listing on File)	\$ 5,928,111.00 Total FY09 78% Federal Funds 22% State GF/GP Funds Funding to assist Grantees with the costs of establishing and maintaining community-based Centers for Independent Living in Michigan to provide information, referral, peer support, advocacy and independent living skills training for persons with disabilities
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2)	Statewide Workforce Development Boards (Listing on File)	\$ 207,500.00 Total FY08-09 100% Federal Funds Funding so Grantees can implement projects consistent with approved 21 st Century Regional Plans by working with area employers to train/retrain and place workers into permanent employment
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12. DEPARTMENT OF STATE POLICE

1)	Marquette County Health Department Marquette, MI	\$ 115,000.00 Total FY09 100% Federal Funds One-year grant to increase child passenger safety, education, and awareness of motorists in the U.P. and to cover costs for personnel, training courses, travel, general supplies, & operating costs
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12. DEPARTMENT OF STATE POLICE continued

- | | | |
|----|---|--|
| 2) | Wayne State University
Detroit, MI | \$ 55,000.00 Total
FY09 100% Federal Funds
One-year grant to provide a
community crash profile to
assist local agencies in
identifying the needs for their
traffic safety solutions |
| 3) | University of Michigan
Transportation Research
Institute
Ann Arbor, MI | \$ 200,000.00 Total
FY09 100% Federal Funds
One-year grant to produce,
and make accessible, a Website,
of the Michigan Traffic Crash
Facts. The site will be
monitored to determine its
usage. |

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

13. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|---|---|
| 1) | Various Vendors
(Listing on file) | \$ 1,772,307.00 Amendment
\$ 47,348,537.00 New Total
FY08 42.05% Federal Funds
10.51% State GF
11.86% Fees/Collections
11.86% Local 23.72% Other
Additional funds for one-year
grant agreement to administer
and purchase substance abuse
treatment and prevention
services for Michigan residents |
| 2) | Michigan Association of
Community Mental Health
Boards
Lansing, MI | \$ 16,700.00 Amendment
\$ 425,700.00 New Total
FY08 60.41% Federal Funds
35.24% Fees/Collections
4.35% Other
Additional funds for one-year
grant agreement to provide
funding to administer substance
abuse training |

13. DEPARTMENT OF COMMUNITY HEALTH continued

3)	Ingham County Health	\$	50,000.00	Amendment
	Department	\$	4,876,975.00	New Total
	Lansing, MI	FY08	30.31%	State GF
			3.5%	State Restricted
			66.19%	Federal
			Additional funds for one-year	
			grant agreement that will set	
			forth a joint cooperative	
			effort facilitating the	
			delivery of health services to	
			citizens of the state with	
			local health departments	

4)	Altarum Institute	\$	674,474.00	Amendment
	Ann Arbor, MI	\$	1,822,053.00	New Total
		FY08-09	100%	State GF
				Additional funds for two-year grant agreement to provide funding for implementing a regional Health Information Exchange (HIE) and expand coverage to include the Southeast Michigan Medical Trading Area

14. DEPARTMENT OF ENVIRONMENTAL QUALITY

1)	U.S. Department of Interior	\$	202,400.00	Amendment
	Lansing, MI	\$	1,104,820.00	New Total
		FY08-09	100% Restricted Funds	
			Additional funds for one-year	
			grant due to recent legislation	
			requiring the development of	
			water withdrawal assessment	
			tool	

15. DEPARTMENT OF HUMAN SERVICES

1)	Healthy Marriages/Healthy Relationships	\$ 0.00	Amendment
	Grand Rapids, MI	\$ 990,000.00	New Total
		Six-month extension of grant	
		For Child Support Program	

16. MICHIGAN STRATEGIC FUND

1)	Ann Arbor SPARK	\$ 1,500,000.00	Amendment
	Ann Arbor, MI	\$ 2,050,000.00	New Total
		FY08	
		100% 21 st Century Jobs Trust Fund	
		Additional funds for the grant	
		to assist with the acquisition	
		of the former Pfizer Plymouth	
		Township laboratory and testing	
		facility	

SECTION V - DMB SUBMITTED - NEW CONTRACTS

17. DEPARTMENT OF CORRECTIONS

1)	Gerotech, Inc.	\$ 58,558.00	(One-Time)
	Grand Rapids, MI	FY08	100% General Funds
		071I8200212	HAAS Super Mini
		Mill Machine	

18. DEPARTMENT OF ENVIRONMENTAL QUALITY

1)	Control Analytics, Inc.	NOT TO EXCEED	
	Greensburg, PA	\$ 42,461.20	(One-Time)
		FY08	100% Federal Funds
		071I8200234	Parts for Air
		Monitoring Equipment	

19. DEPARTMENT OF HUMAN SERVICES

1)	ELDERCARE Home Pharmacy	NOT TO EXCEED	
	Escanaba, MI	\$ 300,000.00	(3 years)
		FY08-11	50% General 50% Other
		071I8200080	Pharmaceuticals

20. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	Tessman Technical Services	\$ 50,500.00	(One-Time)
	Carrollton, MI	FY08	100% Restricted
		071I8200242	Jet Plate Model
		7800 Plus System	

20. DEPARTMENT OF INFORMATION TECHNOLOGY continued

2)	Western-Tel-Com, Inc Holland, MI	\$ 3,000,000.00 (3 years) FY08-11 100% Revolving Funds 071I8200187 Communication Cabling Materials and Installation, Statewide
	Various RE:START Vendors	Short-term Staff Augmentation Information Technology for various departments
3)	Integrity Solutions Group (John Hanna) Helena, MT	\$ 239,200.00 (1 yr 12 days) FY08-09 100% Federal Funds 071I8200217 To secure a Technology Consultant to provide expertise to the Unemployment Insurance Agency throughout the lifecycle of planning for and implementation of a single database environment
4)	Lazer Technologies (Larry Friemark) Southfield, MI	\$ 220,800.00 (2 yrs 26 dys) FY08-10 52% GF 48% Restricted 071I8200253 To provide temporary professional services to assist the Department of State with the Management of a technology centric project to modernize business applications
5)	left blank intentionally	

20. DEPARTMENT OF INFORMATION TECHNOLOGY continued

6)	VisanTech Solutions (Suresh Kumar) Lansing, MI	\$ 194,480.00 (1 yr 12 days) FY08-09 68% Federal 32% GF 071I8200227 To obtain quotations for a Senior Application/Software Engineer to assist the Department of Human Services and be responsible for the detail planning and software upgrades of the Bureau of Accounting and Financial Management software application called Local Accounting System Replacement
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21. DEPARTMENT OF MANAGEMENT AND BUDGET

1)	Cast & Crew Production Services LLC Ferndale, MI	\$ 42,606.00 (One-Time) FY08 100% Restricted Funds 071R8200465 Payroll Services for Stagehand Employees
2)	left blank intentionally	
3)	Eye-Med Vision Care Mason, OH	\$ 17,971,200.00 (3 yrs 3 mos) FY08-11 100% Restricted Funds 071I8200004 Vision Plan Administration Services
4)	left blank intentionally	
5)	Professional Grounds Services, LLC Southfield, MI	NOT TO EXCEED \$ 40,000.00 (One-Time) FY08 100% Restricted Funds 071I8200162 Barn Cleaning Services

21. DEPARTMENT OF MANAGEMENT AND BUDGET continued

6)	Various (Listing on file)	\$ 3,298,311.00 (Various) FY08-13 100% Restricted Funds 071I8200141 Janitorial and Ground Maintenance at Rest Areas in the Bay, Metro, and University Regions
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22. DEPARTMENT OF STATE

1)	Inclusion Solutions, LLC Chicago, IL	\$ 117,497.00 (One-Time) FY08 100% Federal Funds 071I8200329 Accessible Voting Equipment Accessories
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23. DEPARTMENT OF STATE POLICE

1)	DTC Communications, Inc. Nashua, NH	\$ 83,539.75 (One-Time) FY08 100% Restricted Funds 551R8200091 Transmitters
2)	Excel Systems Group Grand Rapids, MI	NOT TO EXCEED \$ 63,000.00 (One-Time) FY08 100% Federal Funds 071I8200198 Vertical Carousel System
3)	Research Electronic International Algood, TN	\$ 35,685.00 (One-Time) FY08 100% Restricted Funds 071I8200236 Surveillance System

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

24. DEPARTMENT OF COMMUNITY HEALTH

1)	Brogan & Partners Birmingham, MI	\$ 6,450,000.00 Amendment \$ 25,970,000.00 New Total FY09 50% Federal Funds 50% Restricted Funds 071B5200138 Additional funds for a one-year extension of the contract for Advertising & Creative Services
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24. DEPARTMENT OF COMMUNITY HEALTH continued

2)	RX America LLC	\$ 50,000.00	Amendment
	Salt Lake City, UT	\$ 200,000.00	New Total
		FY08-09	100% Federal Funds
		071B5200355	Additional funds
			for a one-year, one-day option
			to the contract for Pharmacy
			Benefits Management Drug
			Assistance Program

25. DEPARTMENT OF CORRECTIONS

1)	B. I. Incorporated	\$ 269,500.00	Amendment
	Boulder, CO	\$ 7,313,377.40	New Total
		FY09	100% General Funds
		071B2001364	Additional funds
			for Electronic Monitoring
			System

26. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	Bentley Systems, Inc.	\$ 4,746,902.00	Amendment
	Exton, PA	\$ 8,795,971.00	New Total
		FY09-11	100% Restricted Funds
			Additional funds for a three-
			year extension of the contract
			for Bentley Software Products
			and Maintenance Services for
			MDOT

Various RE:START Vendors

**Amendment(s) to existing
contract(s) for Short-term
Staff Augmentation for
Information Technology for
various departments**

2)	Compuware	\$ 166,400.00	Amendment
	(Diane Jadzinski)	\$ 332,800.00	New Total
	Okemos, MI	FY08	100% Restricted Funds
		071B7200325	To provide
			Additional funds for a one-
			year option to the contract
			for the Department of
			Transportation's Field Manager
			statewide technical advisor
			and subject matter expert

26. DEPARTMENT OF INFORMATION TECHNOLOGY continued

3)	PEER Solutions Group	\$ 208,000.00	Amendment
	(Mohamed Peeran)	\$ 464,000.00	New Total
	Farmington Hills, MI	FY08	100% Federal Funds
		071B7200120	Additional funds for a one-year option to the contract for the Department of Education's full-time, on-site, Senior Project Manager to provide for the overall management of the Teacher Certification and Licensing system upgrade, Item Bank, and Supplemental Education Services

27. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1)	Credit Technologies, Inc.	\$ 50,000.00	Amendment
	Novi, MI	\$ 186,724.00	New Total
		FY08-09	100% Restricted Funds
		071B6200274	Additional funds for On-Line Credit Reporting Services due to an increase in the number of applicants

28. DEPARTMENT OF MANAGEMENT AND BUDGET

1)	Haworth, Inc.	\$ 250,000.00	Amendment
	Holland, MI	\$ 6,850,000.00	New Total
		FY09	100% General Funds
		071B1001708	Additional funding for Ergonomic and General Office Seating, Statewide
2)	Mohawk Industries	\$ 2,000,000.00	Amendment
	Calhoun, GA	\$ 11,100,500.00	New Total
		FY08	30% GF 70% Restricted
		071B4200235	Additional funding for Carpet Tiles and Installation, Statewide

28. DEPARTMENT OF MANAGEMENT AND BUDGET continued

- | | | |
|----|-------------------------------------|--|
| 3) | Waste Management, Inc.
Wixom, MI | \$ 15,000.00 Amendment
\$ 73,934.00 New Total
FY08-09 100% General Funds
071B4200113 Additional
funding a one-year option to
the contract for Rubbish
Removal Services for the
Department of Corrections,
Macomb Correctional Facility |
| 4) | Waste Management, Inc.
Wixom, MI | \$ 82,500.00 Amendment
\$ 478,710.00 New Total
FY08-09 100% Federal Funds
071B3001413 Additional
funding for a one-year option
to the contract for Rubbish
Removal Service for Department
of Military and Veterans
Affairs, Camp Grayling |

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

29. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 1) David Allen #387019 \$ 25.99

The claimant (08-SAB/DOC-304) requested \$25.99 reimbursement for his shoes ordered and not received. The Department recommends approval of this claim.

- 2) Gerald Barnes #234530 \$ 46.27

The claimant (07-SAB/DOC-412) requested \$46.27 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of \$46.96 for this claim.

29. DEPARTMENT OF CORRECTIONS continued

- 3) Ray Barry #411456 \$ 86.81

The claimant (08-SAB/DOC-223) requested \$86.81 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of this claim.

- 4) Johnny Calvin #623635 \$ 16.75

The claimant (08-SAB/DOC-291) requested \$16.75 reimbursement for his radio/tape player and headphones lost while under control of the Department. The Department recommends approval of this claim.

- 5) Marvell Davis #274910 \$ 44.95

The claimant (08-SAB/DOC-305) requested \$44.95 reimbursement for his Reebok shoes lost while under control of the Department. The Department recommends approval of this claim.

- 6) Tyrone Dudley #179609 \$ 9.87

The claimant (08-SAB/DOC-154) requested \$9.87 reimbursement for his headphones damaged by staff. The Department recommends approval of \$9.91 for this claim.

- 7) Raymond Ebel #454622 \$160.06

The claimant (08-SAB/DOC-237) requested \$160.06 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of this claim.

- 8) Grant Fremont #590797 \$ 45.75

The claimant (08-SAB/DOC-157) requested \$45.75 reimbursement for his earring and watch lost while under control of the Department. The Department recommends approval of this claim.

29. DEPARTMENT OF CORRECTIONS continued

- 9) Omar Gee #408111 \$ 16.99

The claimant (08-SAB/DOC-207) requested \$16.99 reimbursement for his tape player lost while under control of the Department. The Department recommends approval of \$13.99 this claim.

- 10) Leo Glover #248516 \$ 44.51

The claimant (08-SAB/DOC-259) requested \$44.51 reimbursement for his gym shoes he ordered but never received. The Department recommends approval of this claim.

- 11) David Guerra #288760 \$ 63.90

The claimant (08-SAB/DOC-298) requested \$63.90 reimbursement for his TV and headphones damaged during transfer. The Department recommends approval of this claim.

- 12) Robert Gunther #427827 \$165.00

The claimant (08-SAB/DOC-307) requested \$165.00 reimbursement for his TV lost while under control of the Department. The Department recommends approval of this claim.

- 13) DaQuan Herron #299600 \$ 50.00

The claimant (08-SAB/DOC-206) requested \$50.00 reimbursement for his wedding ring lost while under control of the Department. The Department recommends approval of this claim.

- 14) Gregory Holder #276203 \$100.00

The claimant (08-SAB/DOC-287) requested \$100.00 reimbursement for a money order lost while under control of the Department. The Department recommends approval of this claim.

29. DEPARTMENT OF CORRECTIONS continued

- 15) Tarkeus Gee #232467 \$156.00

The claimant (08-SAB/DOC-289) requested \$156.00 reimbursement for his TV misdirected to another prisoner. The Department recommends approval of this claim.

- 16) Laura Jenks #531547 \$ 34.50

The claimant (08-SAB/DOC-302) requested \$34.50 reimbursement for her radio lost while under control of the Department. The Department recommends approval of \$27.60 this claim.

- 17) Laura Jenks #531547 \$ 68.95

The claimant (08-SAB/DOC-301) requested \$68.95 reimbursement for her blue jean jacket and gym shoes lost while under control of the Department. The Department recommends approval of \$72.15 for this claim.

- 18) Shawn Lundy #305478 \$125.12

The claimant (06-SAB/DOC-398) requested \$125.12 reimbursement for his TV and watch damaged during transfer. The Department recommends approval of \$99.87 this claim.

- 19) James McCaa #322566 \$ 44.99

The claimant (08-SAB/DOC-173) requested \$44.99 reimbursement for his boots lost while under control of the Department. The Department recommends approval of this claim.

- 20) Bryon McDowell #372175 \$ 29.90

The claimant (07-SAB/DOC-094) requested \$29.90 reimbursement for his headphones and gel pens lost while under control of the Department. The Department recommends approval of \$6.95 for this claim.

- 21) Michael Malott #467434 \$ 12.65

The claimant (08-SAB/DOC-233) requested \$12.65 reimbursement for his AC adapter, 2 cups, belt and set of ear buds lost while under control of the Department. The Department recommends approval of \$13.25 this claim.

29. DEPARTMENT OF CORRECTIONS continued

- 22) James Marlin #126964 \$ 10.00 **AMENDED**

The claimant (08-SAB/DOC-009) requested \$10.00 reimbursement for his headphones damaged during transfer. The Department recommends approval of \$8.00 for this claim as Mr. Marlin provided a receipt showing he actually paid \$28.59 for the headphones.

- 23) Richard Matthews #638089 \$ 46.33

The claimant (08-SAB/DOC-149) requested \$46.33 reimbursement for his store bag that was stolen by another prisoner when doors were opened for mass movement. The Department recommends approval of this claim.

- 24) Antonio Mendiola #164265 \$ 39.75

The claimant (07-SAB/DOC-006) requested \$39.75 reimbursement for his walkman lost while under control of the Department. The Department recommends approval of \$26.80 for this claim.

- 25) Rico Menefee #187022 \$179.00

The claimant (06-SAB/DOC-305) requested \$179.00 reimbursement for numerous items lost/damaged while under control of the Department. The Department recommends approval of \$17.28 for this claim.

- 26) Angel Morris #478856 \$ 57.00

The claimant (08-SAB/DOC-164) requested \$57.00 reimbursement for his JL Marcus clothing order he never received. The Department recommends approval of this claim.

- 27) Kevin Nichols #227369 \$ 42.98

The claimant (06-SAB/DOC-427) requested \$42.98 reimbursement for food products, 5 tapes and beard trimmers stolen from his duffle bag. The Department recommends denial of this claim.

29. DEPARTMENT OF CORRECTIONS continued

28) Billy Paige #211567 \$900.99

The claimant (07-SAB/DOC-135) requested \$900.99 reimbursement for lost/damaged property as the result of staff action/inaction. The Department recommends denial of this claim.

29) Billy Paige #211567 Freedom

The claimant (07-SAB/DOC-136) requested freedom for lost/damaged property as the result of staff action/inaction. The Department recommends denial of this claim.

30) Billy Paige #211567 \$ 10.00

The claimant (07-SAB/DOC-137) requested \$10.00 reimbursement for lost/damaged property as the result of staff action/inaction. The Department recommends denial of this claim.

31) Billy Paige #211567 \$ 9.99

The claimant (06-SAB/DOC-381) requested \$9.99 reimbursement for lost/damaged property as the result of staff action/inaction. The Department recommends denial of this claim.

32) Ira Riley #242422 \$400.00

The claimant (07-SAB/DOC-126) requested \$400.00 reimbursement for several items of hobbycraft (5 purses and a belt). The Department recommends approval of \$300.00 for this claim.

33) Deene Robinson #413943 \$ 85.99

The claimant (08-SAB/DOC-251) requested \$85.99 reimbursement for his boots, watch, and T-shirt lost while under control of the Department. The Department recommends approval of this claim.

29. DEPARTMENT OF CORRECTIONS continued

- 34) Jesus Rodriguez #499201 \$ 18.95

The claimant (08-SAB/DOC-296) requested \$18.95 reimbursement for an equalizer lost while under control of the Department. The Department recommends approval of \$23.99 for this claim.

- 35) William Schmieder #624558 \$ 35.00

The claimant (08-SAB/DOC-147) requested \$35.00 reimbursement for his wedding band lost while under control of the Department. The Department recommends approval of this claim.

- 36) Ervin Sims #168625 \$150.00

The claimant (06-SAB/DOC-419) requested \$150.00 reimbursement for numerous items lost while under control of the Department. The Department recommends denial of this claim.

- 37) Oblee Stenbridge #450579 (Unspecified)

The claimant (07-SAB/DOC-009) requested an unspecified amount for reimbursement for his TV lost during transfer. The Department recommends denial of this claim.

- 38) Steve Taylor #174182 \$160.06

The claimant (08-SAB/DOC-235) requested \$160.06 reimbursement for his TV damaged by staff. The Department recommends approval of this claim.

- 39) James Thompson #212715 \$160.06

The claimant (08-SAB/DOC-297) requested \$160.06 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of this claim.

29. DEPARTMENT OF CORRECTIONS continued

- 40) Steve Vandelinder #208357 \$999.99

The claimant (07-SAB/DOC-004) requested \$999.99 reimbursement for numerous items of property stolen from his cell while he was at yard. The Department recommends denial of this claim.

- 41) Dwain Walls #225087 \$ 92.00

The claimant (07-SAB/DOC-099) requested \$92.00 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of \$7.25 for this claim.

- 42) Isadore Warren #455713 \$ 79.00

The claimant (08-SAB/DOC-144) requested \$79.00 reimbursement for his footlocker destroyed by staff. The Department recommends approval of this claim.

- 43) Sharrod Williams #247576 \$ 39.99

The claimant (07-SAB/DOC-132) requested \$39.99 reimbursement for his radio/tape player lost while under control of the Department. The Department recommends approval of \$31.99 for this claim.

30. DEPARTMENT OF STATE

- 1) Ludivine Droneau \$170.00

The claimant (08-SAB-097) request \$170.00 reimbursement for monies spend for translation fees and road test due to Secretary of State misinformation. The Department recommends approval of this claim.

- 2) Lori Anne M. Thomas \$ 57.10

The claimant (08-SAB-052) request \$57.10 reimbursement for replacement of her vehicle key she claims was taken from her coat pocket at the Royal Oak branch. The Department recommends denial of this claim.

30. DEPARTMENT OF STATE continued

- 3) Kimberly Fountain-Towns \$155.00

The claimant (08-SAB-070A) request \$155.00 reimbursement for impound charges due to Secretary of State error. The Department recommends denial of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

31. DEPARTMENT OF TRANSPORTATION

- 1) Elaine Killian \$999.99

The claimant (08-SAB-098) request \$999.99 reimbursement for medical cost when she fell and slipped on ice at the Chelsea rest area. The Department recommends approval of this claim.

- 2) Srekumar Bandyopadhyay \$551.12

The claimant (08-SAB-073) request \$551.12 reimbursement for medical costs when she slipped and fell on ice at the rest area near Chelsea on I-94. The Department recommends approval of this claim.

SECTION XI - APPROVAL OF SPECIAL ITEMS

32. DEPARTMENT OF CORRECTIONS

- 1) Reports a \$43,584.00 emergency purchase with Dean Boiler & Burner Service, Inc. for a boiler for the Earnest C. Brooks Correctional Facility
- 2) Reports a \$37,837.80 emergency purchase with Bob Barker Company, Inc. for men's briefs for Michigan State Industries

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

**S U P P L E M E N T A L
A G E N D A**

8/8/08 3:20 version

FINANCE AND CLAIMS COMMITTEE

August 12, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

August 19, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1s. DEPARTMENT OF TREASURY

1) Zimmerfish Creative Lansing, MI	\$ 660,000.00 Total FY09 100% Restricted Funds Contract for Advertising for the Michigan Education Trust
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SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

2s. DEPARTMENT OF INFORMATION TECHNOLOGY

1) A. T. Kearney Vienna, VA	\$ 1,290,000.00 (one year) FY08-09 31% General Funds 32% Restricted Funds 37% Revolving Funds 071I8200260 Michigan Business Services Improvement Initiative (MBSii) Implementation Assistance
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SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Mr. Keenan presented the Finance and Claims Committee Report for the regular meeting of August 12, 2008. After review of the foregoing Finance and Claims Committee Report, Mr. Keenan moved that the Report covering the regular meeting held August 12, 2008, be approved and adopted with Item 1(2) of the regular agenda withdrawn by the Department of Corrections at the State Administrative Board meeting on August 19, 2008. The motion was supported by Mr. Isom and unanimously approved.

APPROVED

August 19, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on August 13, 2008. Those present
being:

Chairperson: Duane Berger, representing Approved _____
Secretary of State Land

Member: John Wernet, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Mike Blackledge, Keith Brown, Connie Hanrahan, Kathy Popoff, Betsy
Steudle, Karen Watson, Department of Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

Correspondence was received from the Director of the Department of
Transportation, Kirk T. Steudle, regarding an emergency contract for
\$51,363.79 with Walter Toebe Construction for replacement of the West
abutment wall on Bridge B01 of Eastbound M-14 over River Rouge.

Following discussion, Mr. Shell moved that the Transportation regular
agenda be recommended to the State Administrative Board for approval
with Items 14, 21, 28, 209, 210, and 217 of the regular agenda
withdrawn and Items 17 and 224 of the regular agenda contingent upon
approval by the Office of Commission Audit. Supported by Mr. Wernet,
the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

***At the State Administrative Board meeting on August 18, 2008, Items 25
and 26 of the regular Transportation agenda were withdrawn by the
Department of Transportation.***

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 13, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: August 19, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount
Amendatory Contract (2008-0242/A1) between MDOT and the Antrim County Board of Commissioners will add airport crack sealing and additional approach clearing to the project and will increase the contract amount by \$14,000. The original contract provides for approach clearing (phase 1) for runway 2/20 at the Antrim County Airport in Bellaire, Michigan. The contract term remains unchanged, May 15, 2008, through May 14, 2028. The revised contract amount will be \$80,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$52,800	\$11,200	\$64,000
State Bond Funds	\$11,550	\$ 2,450	\$14,000
Antrim County Funds	\$ 1,650	\$ 350	\$ 2,000
Total	<u>\$66,000</u>	<u>\$14,000</u>	<u>\$80,000</u>

Criticality: This project will increase the safety margin for aeronautical activity, as mandated by the FAA. Delaying the project could promote unsafe airport conditions by not addressing known obstructions and cracks in the airfield pavements.

Purpose/Business Case: To increase the contract amount by \$14,000 to add airport crack sealing and additional approach clearing to the project.

Benefit: Will enhance airport safety and preserve airfield pavements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Antrim County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is that the project could not be completed as planned. Antrim County would be responsible for the additional costs. The county cannot afford the additional costs at this time without federal and state participation.

Cost Reduction: The approach clearing was bid locally and awarded to the lowest bidder. The crack sealing was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49615.

2. AERONAUTICS AND FREIGHT (Aeronautics) – Expansion of Fuel Farm

Contract (2008-0454) between MDOT and the Huron County Board of Commissioners will provide federal and state grant funds for the expansion of a Jet A fuel farm at the Huron County Memorial Airport in Bad Axe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$184,300. Source of Funds: FAA Funds (via block grant) - \$163,768; State Bond Funds - \$15,924; Huron County Funds - \$4,608.

Criticality: The Jet A fuel farm will enhance aircraft operation safety and will provide a mechanism to stimulate local economic activity. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the expansion of a Jet A fuel farm. This contract will reimburse Huron County for funds expended for the fuel farm expansion.

Benefit: Will serve the aviation needs of the airport.

Funding Source: 88.86% FAA Funds; 8.64% State Bond Funds; 2.50% Huron County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48413.

3. AERONAUTICS AND FREIGHT (Aeronautics) – Installation of Fencing

Contract (2008-0455) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the installation of perimeter fencing at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$330,000. Source of Funds: FAA Funds (via block grant) - \$264,000; State Bond Funds - \$57,750; Livingston County Funds - \$8,250.

Criticality: The new fence will increase safety by keeping animals and unauthorized vehicles and pedestrian off the airport property. Delaying the project could impact the safety of airport users.

Purpose/Business Case: To provide for the installation of perimeter fencing.

Benefit: Will enhance airport safety and security.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Livingston County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48855.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Runway Safety Area Determination Study and Airport Layout Plan Update

Contract (2008-0457) between MDOT and the County of Oakland will provide federal and state grant funds for a runway safety area (RSA) determination study and for the update of the airport layout plan (ALP) at the Oakland/Southwest Airport in New Hudson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$30,000. Source of Funds: FAA Funds (via block grant) - \$24,000; State Bond Funds - \$5,250; Oakland County Funds - \$750.

Criticality: There is standing water at the west-end RSA at this airport. This study will determine the wetland mitigation needs of the west-end RSA and will determine if the RSA will support the weight of the common aircraft using the airport, in accordance with FAA standards. The results of the study will be included in the updated ALP. A delay could impact airport safety.

Purpose/Business Case: To provide for an RSA determination study and for the update of the ALP.

Benefit: Will meet current FAA standards and requirements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Oakland County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Apron Strengthening

Contract (2008-0458) between MDOT and the Huron County Board of Commissioners will provide federal and state grant funds for apron strengthening (phase II) at the Huron County Memorial Airport in Bad Axe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$119,308. Source of Funds: FAA Funds (via block grant) - \$113,342; State Bond Funds - \$2,983; Huron County Funds - \$2,983.

Criticality: The existing terminal apron needs to be strengthened to withstand jet traffic. This will reduce the potential for loose material to be ingested into jet engines, which could result in damage requiring costly repairs or in injuries to ground personnel. A delay could impact airport safety.

Purpose/Business Case: To provide for apron strengthening (phase II).

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% Huron County Funds.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48413.

6. ***AERONAUTICS AND FREIGHT (Aeronautics) - Reimbursement for Airport Inspection and Data Collection**

Contract (2009-0027) between MDOT and Southern Illinois University Carbondale (SIUC) will provide for reimbursement for the inspection of Michigan airports and for airport data collection for the Airport Safety Data Collection Program. There are 236 airports in Michigan. The Federal Aviation Administration (FAA) inspects 20 airports and the Bureau of Aeronautics and Freight Services (Aeronautics) inspects the remaining airports for the FAA Safety Data Program. Approval of this contract will help to recapture a portion of the costs of conducting the inspections and to standardize safety data collection and dissemination. The contract will be in effect from October 1, 2008, through September 30, 2009. The estimated revenue will be \$38,500.

Criticality: The FAA requires that public use airports be inspected every three years. This contract will help to recapture a portion of the costs of conducting the inspections and to standardize safety data collection and dissemination.

Purpose/Business Case: To provide for reimbursement to the state for up to 70 airport safety data inspections to be conducted from October 1, 2008, through September 30, 2009.

Benefit: Airports are required by law to be licensed. The FAA requires that public use airports be inspected every three years.

Funding Source: This is a revenue contract. Revenue is estimated at \$38,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If this contract is not approved, federal funds could be lost.

Cost Reduction: The amount of reimbursement is determined by the FAA and is not negotiable.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

7. **AERONAUTICS AND FREIGHT (Freight) - Railroad Property Management Work**

Authorization (Z13) under Property Management Agreement (92-2352) between MDOT and the Indiana Northeastern Railroad Company (INRC) will provide state funding for INRC to perform necessary improvements to state-owned railway property, either directly or through a third party. This authorization will provide for the replacement of a failing culvert and the repair of severe erosion at a bridge abutment. The project cost is estimated at \$93,650. The authorization will be in effect from the date of award through one year. Source of Funds: FY 2008 State Restricted Comprehensive Transportation Funds - \$93,650.

Criticality: Approval of this authorization is critical as the failure of the bridge and/or the culvert would shut down rail service to shippers on the line and threaten the safety of train crews.

Purpose/Business Case: This authorization provides state funding for INRC to perform repairs to state-owned railway for the replacement of a failing culvert and the repair of an eroded slope at the bridge abutment.

Benefit: Undertaking this project will preserve state property, keep the track in service, and maintain safe rail operations.

Funding Source: FY 2008 State Restricted Comprehensive Transportation Funds - \$93,650.

Commitment Level: The costs are based on competitive bids secured by INRC.

Risk Assessment: If the project is not undertaken, a derailment is possible, with injury and/or loss of life, destruction of equipment, and stoppage of rail service.

* Denotes a non-standard contract/amendment

Cost Reduction: This work was competitively bid by INRC.

Selection: N/A.

New Project Identification: This work is part of continuous property management.

Zip Code: 49250, 49252.

8. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0810) between MDOT and Huron & Eastern Railway Company, Inc., dated July 5, 1994, will provide for improvements to be performed under job number 104081 to 53 crossings of Huron & Eastern Railway Company, Inc., in the east and west divisions of the Bay Region. The improvements include the replacement of existing analog remote trouble units (RTU) with improved and current digital technology.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$ 45,000</u>
Total Funds	<u>\$ 45,000</u>

MRR 84912 - 104081

Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. Delaying this project would greatly increase the response time for railroad warning device malfunctions over long distances.

Purpose/Business Case: To upgrade full railroad corridor of the east and west divisions to the highest level of warning technology in the interest of safety.

Benefit: Increased safety by upgrading existing analog RTUs to current digital technology.

Funding Source: State Restricted Trunkline Funds.

Commitment Level: 100% state; based on estimate.

Risk Assessment: Without this contract, the railroad response time to device malfunctions would be greatly lengthened.

Cost Reduction: An entire corridor based project rather than individual crossings for economics of scale.

Selection: N/A.

New Project Identification: Improvements to existing railroad warning devices.

Zip Code: 48909.

9. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0604/A2) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete environmental remediation work at the Kalamazoo Maintenance Garage, including ongoing work under authorization (Z27), for which additional time is needed to allow closure monitoring to continue, in accordance with Michigan Department of Environmental Quality requirements. The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised IDS contract term will be September 3, 2003, through September 2, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The current IDS contract will expire on September 3, 2008. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z27), and the construction services under authorization (Z27) cannot be completed. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the term of the IDS contract by two years to allow authorizations issued under it to be extended when needed. This will provide sufficient time for the consultant to complete ongoing services, including work under authorization (Z27). No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including environmental remediation work under authorization (Z27).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

10. HIGHWAYS - Time Extension

Amendatory Contract (2004-0808/A4) between MDOT and The Corradino Group of Michigan, Inc., will extend the contract term by three months to provide sufficient time for the consultant to complete the services. The additional time is needed because the completion of the Final Environmental Impact Statement (FEIS) has been delayed by the necessary extension of the public comment period allowed for the Draft Environmental Impact Statement (DEIS). The original contract provides for the performance of a study for all work related to the route planning and Environmental Impact Statement through the record of decision (ROD) for a new Detroit River International Crossing, including the preparation of documentation for approval under the United States National Environmental Policy Act (NEPA) and the coordination of NEPA activities with the Canadian Environmental Assessment Act and the Ontario Environmental Assessment Act. The revised contract term will be December 27, 2004, through March 31, 2009. The contract amount remains unchanged at \$31,458,226. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: This amendment will provide additional time needed for the consultant to complete the FEIS and obtain the ROD. The completion of the FEIS is critical to this environmental process. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for additional time necessary for the completion of the FEIS. The additional time is needed due to the 60-day extension of the public comments period on the DEIS, as well as requested legislative coordination and hearings.

Benefit: This amendment will provide for the time necessary for the continuous services necessary to the preparation of the FEIS and the ROD.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved, the FEIS cannot be completed and the ROD cannot be obtained.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.
New Project Identification: This is not a new project.
Zip Code: 48202.

11. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2006-0029/A2) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional design services, will increase the contract amount by \$308,533.20, and will extend the contract term by approximately 17 months. The additional services will include the design of a boardwalk for non-motorized path through wetland areas, a new culvert at Bogue Creek, and the relocation of municipal utilities and the performance of additional subsurface utility engineering work, utility permit reviews, and right-of-way surveying/staking. The original contract provides for design services to be performed for the reconstruction and widening of M-59 from Michigan Avenue to Old US-23 in the city of Howell and in Osceola and Hartland Townships, Livingston County (CS 47082 - JN 55918C). The revised contract term will be December 14, 2005, through January 31, 2010. The revised contract amount will be \$3,965,817.14. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Approval of this amendment at this time is critical to allow the consultant to complete the design plans in a timely manner so that MDOT will have sufficient time to acquire right-of-way. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: The additional services will include the design of a boardwalk for non-motorized path through wetland areas, a new culvert at Bogue Creek, and the relocation of municipal utilities and the performance of additional subsurface utility engineering work, utility permit reviews, and right-of-way surveying/staking.

Benefit: The additional services will provide for a smoother ride, improved drainage, and extended service life for this roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the existing roadway will continue to deteriorate and could require excessive maintenance to keep it functioning until it finally fails and requires complete replacement.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48843.

12. HIGHWAYS – IDS University Research Services

Authorization Revision (Z9/R2) under Contract (2006-0411) between MDOT and Michigan State University will extend the authorization term by approximately three months to allow the university to continue research services at no additional cost. Additional time is needed due to a delay caused by MDOT. The original authorization provides for an evaluation of the safety impacts of right-turn restrictions in access management, including how to accommodate developments with direct access to busy roads and streets to avoid negative impacts on traffic operations. The revised authorization term will be August 24, 2007, through December 31, 2008. The authorization amount remains unchanged at \$66,144. The contract term is July 20, 2006, through July 19, 2009, or until the last authorization has expired, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The additional time will allow the university to complete the research services. Approval of this revision at this time is critical because the original authorization will expire on September 30, 2008, and the university must plan staffing levels. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by approximately three months to allow the university to continue research services at no additional cost.

Benefit: The university will have sufficient time to complete the research project.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the research project cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

13. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2007-0303) between MDOT and Spalding DeDecker Associates, Inc., will provide for design services to be performed for the realignment of Elmwood, State, Forest, and Amour Streets, Gratiot Avenue, and Thomas Edison Parkway at or near the Blue Water Bridge in the city of Port Huron, St. Clair County (CS 77111 - JN 103238C). The work will include the preparation of a design survey, required plans, cross sections, details and specifications, and staging plans; the maintenance of a design project record; and the computation and verification of all plan quantities. The project length is .50 miles. The authorization will be in effect from the date of award through October 3, 2009. The authorization amount will be \$165,116.35. The contract term is October 4, 2006, through October 3, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The security assessment conducted for the Blue Water Bridges identified the location of the existing local street network beneath the bridge as a potential security liability. The consultant will provide the design expertise for the realignment of streets and utilities to provide proper security. As a result, this authorization cannot be deferred until a later Administrative Board agenda.

Purpose/Business Case: To provide for design services for the realignment of Elmwood, State, Forest, and Amour Streets, Gratiot Avenue, and Thomas Edison Parkway at or near the Blue Water Bridge in the city of Port Huron, St. Clair County. Realignment of the existing local street network beneath the Blue Water Bridge will allow the required security infrastructure to be installed in accordance with the completed security assessment.

Benefit: Will provide for increased security.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed, however the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, an identified security weakness will continue to pose a risk to the security of the Blue Water Bridge.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

14. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z5/R2) under Contract (2007-0306) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$46,182.10. The additional services will include design work for the concrete reconstruction of the existing M-37 roadway and for the additional hot mix asphalt (HMA) coldmilling and resurfacing work on Lake Eastbrook Boulevard and Woodland Drive. The original authorization provides for design services to be performed for the concrete reconstruction of the existing pavement, HMA coldmilling and resurfacing work, drainage upgrades, and additional left turn lanes on M-37 at Lake Eastbrook Boulevard and Woodland Drive, Kent County (CS 41051 - JN 90161C). The authorization term remains unchanged, August 8, 2007, through October 17, 2009. The revised authorization amount will be \$270,479.26. The contract term is October 18, 2006, through October 17, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The additional work is needed because of right-of-way issues in one quadrant of the intersection. The property owner would have required a complete buyout or redesign of the property, the costs of which would have been equal to the total construction cost of the project.

Purpose/Business Case: To provide for the performance of additional design services for the concrete reconstruction of the existing M-37 roadway and for the additional HMA coldmilling and resurfacing work on Lake Eastbrook Boulevard and Woodland Drive, Kent County.

Benefit: Will provide for improved safety and ride quality, decreased user delays, reduced maintenance costs, and increased service life for this segment of roadway.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved and the additional services are not performed, the safety and service life of the roadway will continue to deteriorate, which will result in increased safety risks, user delays, and maintenance.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49506.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2008-0098) between MDOT and Rowe Incorporated will provide for the performance of in-depth bridge inspections for structures located throughout the Bay Region in accordance with the requirements of the National Bridge Inspection Standards (NBIS) (CS 84914 - JN 1021630). The work items include site inspection and report preparation. The authorization will be in effect from the date of award through January 15, 2011. The authorization amount will be \$294,399.99. The contract term is January 16, 2008, through January 15, 2011. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: The in-depth bridge inspections will give MDOT critical knowledge of the conditions of the aging bridge decks and allow MDOT to meet NBIS requirements. These in-depth inspections must be performed in a timely manner. For this reason, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of in-depth bridge inspections for structures located throughout the Bay Region in accordance with the requirements of the NBIS.

Benefit: Will provide details of any existing deficiencies, as required by federal law, to help determine the best design solutions. The services will ensure that requirements are met to satisfy state and federal guidelines for Bridge safety inspections.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, MDOT might not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. If the services are not performed, the extent of actual deficiencies will not be documented and the best design solutions to address the affected areas cannot be determined. Bridge safety could be compromised.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48501.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2008-0100) between MDOT and Capital Consultants, Inc., dba C2AE will provide for design services to be performed for the rehabilitation of M-52 from Morrice Road to M-21 in Shiawassee County (CS 76011 - JN 100283C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, and pavement marking plans; performing surveys; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through January 30, 2011. The authorization amount will be \$481,542.70. The contract term is January 31, 2008, through January 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This roadway rehabilitation project is part of the MDOT Five Year Plan. In order to meet the targeted dates for design and construction, the design phase of the project must commence by September 2008. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for the rehabilitation of M-52 from Morrice Road to M-21 in Shiawassee County.

Benefit: Will improve pavement condition and drainage, enhance public safety, and provide a safer and more efficient roadway.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the pavement will continue to deteriorate; safety risks will continue; long-term maintenance, with its associated costs, will be required; and the strategy to improve the existing system and meet statewide condition goals will be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48867.

17. HIGHWAYS - Design Engineering Services

Contract (2008-0154) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of road design services for the rehabilitation of northbound and southbound US-24 (Telegraph Road) for 1.68 miles from West Quarton Road north to Long Lake Road in Bloomfield Township, Oakland County (CS 63031 - JN 84064C). The work items include surveys for design and right-of-way, a drainage study, a pavement condition survey, a capacity analysis, a crash analysis and safety review, utility coordination, investigation of underground drainage structures, and plans for road design, pavement marking, traffic signals, signing, and right-of-way. The contract will be in effect from the date of award through April 3, 2011. The contract amount will be \$540,823.55. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The volume of traffic on US-24 has been growing steadily and is expected to continue to increase. This section carries 63,000 vehicles per day. The condition of the road has deteriorated significantly. Pavement distress along this corridor consists of problems such as deteriorated transverse joints, severe longitudinal joint spalling, failing repairs, and curb and gutter failures, creating maintenance problems and safety concerns. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of road design services for the rehabilitation of northbound and southbound US-24 (Telegraph Road) for 1.68 miles from West Quarton Road north to Long Lake Road in Bloomfield Township, Oakland County. After the road is rehabilitated, the service life will be extended by up to 15 years.

Benefit: The rehabilitation of US-24 will improve safety along this route and save maintenance funds that are currently being expended to keep the road open. A more aesthetically appealing environment will also be provided for the corridor.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the road is not rehabilitated, safety risks will remain unaddressed and maintenance costs will increase.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48302.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2008-0168) between MDOT and HNTB Michigan, Inc., will provide for as-needed design assistance services during construction to be performed for a design/build/finance project for bridge replacement and building demolition at the M-21 and I-75 interchange in Genesee County (CS 25032 - JN 081690A). This authorization authorizes Part D of the scope of services. The work items include contract administration, design review and coordination, and preparation of contract documents, including technical requirements and standards. The authorization will be in effect from the date of award through March 3, 2011. The authorization amount will be \$227,999.96. The contract term is March 4, 2008, through March 3, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: HNTB prepared the bidding documents for the bridge replacement and building demolition project. Due to the project letting schedule, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide design assistance services for a freeway reconstruction project.

Benefit: This authorization will allow the consultant to review submittals for the design-build contractor (plans, specifications, shop drawings, etc.) to ensure that state and federal standards are followed.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not having the consultant readily available to provide the required support could delay the reconstruction project and result in contractor claims.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48502.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2008-0257) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for the rehabilitation/reconstruction of I-96 from Wacousta Road to south of M-43 and of M-43 from Commercial Drive to east of Canal Road, Clinton and Eaton Counties (CS 19022 - JN 45639C). The work items include preparing required plans, maintaining traffic and construction staging plans, permanent freeway and non-freeway signing plans, and pavement marking plans; performing surveys and mobility analyses; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through June 2, 2011. The authorization amount will be \$457,224.77. The contract term is June 3, 2008, through June 2, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: In order to meet the bid letting date, the design phase of the project must commence by September 2008. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for the rehabilitation/reconstruction of I-96 from Wacousta Road to south of M-43 and of M-43 from Commercial Drive to east of Canal Road, Clinton and Eaton Counties.

Benefit: Will improve pavement condition, enhance public safety, and provide a safer and more efficient roadway while minimizing delays during construction.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the pavement will continue to deteriorate; safety risks will continue; long-term maintenance, with its associated costs, will be required; and the strategy to improve the existing system and meet statewide condition goals will be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48917.

20. HIGHWAYS - Design Engineering Services

Contract (2008-0422) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for design services to be performed for the reconstruction of M-140 from Dan Smith Road to the Watervliet Township Hall in the city of Watervliet, Berrien County (CS 11072 - JN 87321C). The work items include preparing required plans, maintaining traffic and construction staging plans, permanent non-freeway signing plans, traffic signal plans, watermain plans, right-of-way plans, and pavement marking plans; performing surveys; and solving any problems that may arise during the design of the project. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$664,708.46. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Design services are required for a pavement reconstruction project on M-140 in the city of Watervliet. The existing concrete pavement is in very poor condition. Adequate pavement must be provided for this thriving commercial area, which includes the I-94/M-140 interchange. This project is part of MDOT's Five Year Plan and is critical to improve safety and reduce maintenance costs for this urban area. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for the reconstruction of M-140 from Dan Smith Road to the Watervliet Township Hall in the city of Watervliet, Berrien County.

Benefit: Will improve pavement conditions and provide a safer and more efficient roadway.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, the pavement will continue to deteriorate; safety risks will continue; long-term maintenance, with its associated costs, will be required; and the strategy to improve the existing system and meet statewide condition goals will be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49098.

21. *HIGHWAYS (Office of Operations Administrative Services) - Business and Technology Assessment Services

Contract (2008-0449) between MDOT and Keane, Inc. (Keane), will provide for the performance of business and technology assessment services for MDOT's Office of Operations Administrative Services (OAS). Keane will create a risk management plan, recommend business and technology needs, develop project and program management plan templates and status reports, identify solutions to assist with the inventory of MDOT's physical assets, and make recommendations for the performance reporting of the OAS business objectives. The contract will be in effect from October 1, 2008, through December 31, 2011. The contract amount will be \$985,233.60. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: OAS administers and oversees multiple and complex operations for the Bureaus of Highway Delivery and Development and other areas of MDOT. OAS recently integrated new business areas and business functions into its operations, and it is critical that this contract be approved to assist in providing office support for the OAS core competencies and tasks. This contract will also provide the Bureaus of Highway Delivery and Development the tools to make critical decisions in order to meet MDOT's strategic objectives.

Purpose/Business Case: The primary responsibilities and functions of OAS are budget preparation, personnel management, information technology management, and audit liaison for the Bureaus of Highway Delivery and Development. OAS also administers and operates all of MDOT's fleet and facilities. This contract will provide for the performance of business and technology assessment services, including support in project, program, and asset management; project tracking and coordination; quality assurance and quality control; and activity, accomplishment, and performance reporting.

Benefit: Will provide for the implementation of performance measurements for the Bureaus of Highway Delivery and Development and OAS in order to meet MDOT's strategic objectives.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Because OAS integrated new business areas and business functions into its operations, it now requires the development of a strategic plan that parallels MDOT's strategic plan. Failure to approve this contract could result in the inability of OAS to meet its strategic plan and ultimately MDOT's overall strategic plan.

Cost Reduction: Costs are based on fixed hourly rates plus actual expenses and will not exceed the contract maximum amount.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

22. ***HIGHWAYS - Engineering Services**

Contract (2008-0461) between MDOT and HNTB Michigan, Inc., will provide for as-needed design assistance services during construction to be performed for a design/build/finance project for the freeway reconstruction of I-69 in Lapeer and St. Clair Counties (CSs 44044 and 77024 - JN 74766A). This authorization authorizes Part B of the scope of services. The work items include contract administration, design review and coordination, and preparation of contract documents, including technical requirements and standards. The contract will be in effect from the date of award through October 31, 2011. The contract amount will be \$772,424.98. . Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: HNTB prepared the bidding documents for a freeway reconstruction project on I-69. Due to the project's letting schedule, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide design assistance services for a freeway reconstruction project on I-69 in Lapeer and St. Clair Counties.

Benefit: This authorization will allow the consultant to review submittals for the design-build contractor (plans, specifications, shop drawings, etc.) to ensure that state and federal standards are followed.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not having the consultant readily available to provide the required support could delay the reconstruction project and result in contractor claims.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48104.

23. *HIGHWAYS – Retroreflectivity Measurements

Contract (2008-0462) between MDOT and B.C. Traffic Engineering, Inc., will provide for retroreflectivity measurements of pavement markings to be taken on various state trunkline routes within the Bay and Metro Regions and within the service areas of the Alpena, Cadillac, Coloma, Kalamazoo, Marshall, Brighton, and Lansing Transportation Service Centers. The work items include taking the measurements and providing a report of retroreflectivity measurements of waterborne paint and spray thermoplastic pavement marking materials. The contract will be in effect from the date of award through September 30, 2009. The contract amount will be \$111,439.67. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Retroreflectivity measurements are required by federal law.

Purpose/Business Case: To provide for retroreflectivity measurements of pavement markings to be taken on various routes statewide. The work items include taking the measurements and providing a report of retroreflectivity measurements of waterborne paint and spray thermoplastic pavement marking materials, as required by federal regulations. The contracts for annual pavement markings include incentive/disincentive pay ranges based on the measurements to be taken under this contract.

Benefit: Line quality increases each year because pavement marking contractors focus on providing a high quality line. MDOT will be able to pay pavement marking contractors and meet federal regulations.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: Low bid by unit price.

Risk Assessment: Without this contract, the measurements cannot be taken, the pavement marking contractors cannot be paid, and MDOT cannot meet federal regulations.

Cost Reduction: Low bid by unit price.

Selection: Low bid.

New Project Identification: This is not a new project.

Zip Code: 48909.

24. *HIGHWAYS – Retroreflectivity Measurements

Contract (2008-0463) between MDOT and Precision Scan, LLC will provide for retroreflectivity measurements of pavement markings to be taken on various state trunkline routes within the Grand and Superior Regions and within the service areas of the Grayling and Jackson Transportation Service Centers. The work items include taking the measurements and providing a report of retroreflectivity measurements of waterborne paint and spray thermoplastic pavement marking materials. The contract will be in effect from the date of award through September 30, 2009. The contract amount will be \$62,591.99. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Retroreflectivity measurements are required by federal law.

Purpose/Business Case: To provide for retroreflectivity measurements of pavement markings to be taken on various routes statewide. The work items include taking the measurements and providing a report of retroreflectivity measurements of waterborne paint and spray thermoplastic pavement marking materials, as required by federal regulations. The contracts for annual pavement markings include incentive/disincentive pay ranges based on the measurements to be taken under this contract.

Benefit: Line quality increases each year because pavement marking contractors focus on providing a high quality line. MDOT will be able to pay pavement marking contractors and meet federal regulations.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: Low bid by unit price.

Risk Assessment: Without this contract, the measurements cannot be taken, the pavement marking contractors cannot be paid, and MDOT cannot meet federal regulations.

Cost Reduction: Low bid by unit price.

Selection: Low bid.

New Project Identification: This is not a new project.

Zip Code: 48909.

25. HIGHWAYS - Participation for State Local Bridge Construction Contract

Amendatory Contract (2008-5318) between MDOT and the Huron County Road Commission will provide for funding participation in the following improvements under Section 144 of Title 23 USC and the State Local Bridge Program:

PART A

Rehabilitation work for structure B02 of 32-10-21, which carries Elkton Road over the east branch of the Pigeon River, Sections 3 and 4, T15N, R11E, Grant Township, Huron County, Michigan, including superstructure replacement, hot mix asphalt paving, and guardrail work.

PART B

The removal and replacement of structure B02 of 32-10-26, which carries Canboro Road over the east branch of the Pigeon River, Sections 3 and 4, T15N, R11E, Grant Township, Huron County, Michigan; the reconstruction of the approaches to the structure for approximately 313 feet westerly and 265 feet easterly of the structure.

The purpose of this amendment is to provide for federal funds and state local bridge funds to be applied to the eligible items of the Part B portion of the project cost. No changes are being made to the Part A portion of the project.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART B AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 0	\$ 394,300	\$394,300
State Restricted Trunkline Funds	\$ 0	\$ 73,900	\$ 73,900
Huron County Road Commission Funds	<u>\$492,900</u>	<u>\$(468,200)</u>	<u>\$ 24,700</u>
Total Funds	<u>\$492,900</u>	<u>\$ 0</u>	<u>\$492,900</u>

BRT 32010 – 86247; BRO 32010 - 86258
Amendment

Criticality: This amendment will allow federal funds and state funds to be applied to eligible costs of the Part B portion of the project. Delaying this amendment would keep the appropriate financial assistance from being provided for eligible costs incurred for the Part B portion of the project.

Purpose/Business Case: To amend the original contract to provide for federal funds and state funds to be applied to costs incurred for the Part B portion of the project, which are eligible for reimbursement.

Benefit: Will allow federal funds and state funds to be appropriately applied to the eligible items of the Part B portion of the project.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Local Bridge Funds, and Huron County Road Commission Funds.

Commitment Level: 80% federal, 15% state, 5% Huron County Road Commission.

Risk Assessment: Without this amendment, federal funds and state funds cannot be appropriately applied to the eligible items of the Part B portion of the project.

Cost Reduction: N/A.

Selection: N/A.
New Project Identification: N/A.
Zip Code: 48754.

26. HIGHWAYS - Participation for Local Agency Construction Contract
Amendatory Contract (2008-5319) between MDOT and the Van Buren County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development (TED) Category D Funds and Local Jobs Today Funds:

PART A

Hot mix asphalt widening and resurfacing, concrete curb and gutter, and guardrail work along Blue Star Highway from the Berrien county line to County Road 380.

PART B

Hot mix asphalt widening and resurfacing, concrete curb and gutter, and guardrail work along Blue Star Highway from 16th Avenue to the Highway I-196 business loop.

PART C

Hot mix asphalt widening and resurfacing, concrete curb and gutter, and guardrail work along Blue Star Highway from County Road 380 to 16th Avenue.

The purpose of this amendment is to provide for the increase in the state participation ratio for the State Restricted TED Funds Category D from 10 to 13 percent for the Part A portion of the project based on the low bid amount. No changes are being made to the Part B and Part C portions of the project.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A</u> <u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds (TED)	\$ 187,640	\$ 0	\$ 187,640
Federal Highway Administration Funds	\$ 409,400	\$ 0	\$ 409,400
State Restricted TED Funds	\$ 170,600	\$ 51,150	\$ 221,750
State Restricted Local Jobs Today Funds	\$ 153,500	\$ 0	\$ 153,500
Van Buren County Road Commission Funds	\$ 784,670	\$ (51,150)	\$ 733,520
Total Funds	<u>\$1,705,810</u>	<u>\$ 0</u>	<u>\$1,705,810</u>

EDDF 80555 – 53565; STUL 80449 – 84492, 89577
Amendment

Criticality: This amendment will allow the County to use the full amount of State Restricted TED Funds intended for the Part A portion of the project. Delaying this amendment would keep the proper amount of financial assistance from being provided for eligible costs incurred for the Part A portion of the project.

Purpose/Business Case: To amend the original contract to increase the state participation ratio for the State Restricted TED Funds for the Part A portion of the project.

Benefit: Will allow the intended amount of state funds to be applied to the eligible items of the Part A portion of the project.

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Funds, State Restricted TED Funds, State Local Jobs Today Funds, and Van Buren County Road Commission Funds.

* Denotes a non-standard contract/amendment

Commitment Level: 35% federal, 22% state, 43% Van Buren County Road Commission.

Risk Assessment: Without this amendment, the intended amount of State Restricted TED Funds cannot be applied to the eligible items of the Part A portion of the project.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49043.

27. HIGHWAYS - Railroad Grade Crossing Improvement Contract

Contract (2008-5320) between MDOT and the County of Wayne will provide for funding participation in the following improvements under the State Rail Grade Crossing Program:

Median barrier installation work at the at-grade crossing of the tracks of CSX Transportation, Inc., with Joy Road (National Inventory #234-221-A).

Estimated Funds:

Federal Highway Administration Funds	\$21,950
State Restricted Trunkline Funds	\$14,633
County of Wayne Funds	\$ 0
Total Funds	<u>\$36,583</u>

STR 82099 - 103807

Railroad Force Account

Criticality: Delaying this project will adversely affect motorist safety.

Purpose/Business Case: To financially assist and invest in highway-railroad grade crossing improvements to enhance motorist safety.

Benefit: Increased motorist safety at the highway-railroad grade crossing.

Funding Source: Federal Surface Transportation Program Rail Highway Safety Funds and State Rail Grade Crossing Funds.

Commitment Level: 60% federal, 40% state.

Risk Assessment: Without this contract, the opportunity to enhance motorist safety at the highway-railroad grade crossing will be lost.

Cost Reduction: Local agency to perform the work at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing highway-railroad grade crossing.

Zip Code: 48228.

28. HIGHWAYS – Local Jobs Today Program Loan

Contract (2008-8272) between MDOT and the Muskegon County Road Commission will provide state loan funds under the Local Jobs Today (LJT) Program to assist the city in financing transportation infrastructure improvements for Hile Road from Harvey Street to Airline Highway. The project was let in August 2008. The interest rate on this loan is 4 percent annually. This loan contract will be in effect from the date of award through September 30, 2009. The contract amount will be \$128,000. Source of Funds: LJT Funds – \$128,000.

Criticality: This loan is offered under the LJT Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy, and is necessary for the local agency to finance the associated construction of this transportation project. Delaying this loan would delay the construction of this project, thereby adversely affecting the goal of the LJT Program to stimulate the state's economy.

Purpose/Business Case: To financially assist in roadway improvements under the LJT program.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State LJT loan funds.

Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project that is not currently available.

Risk Assessment: MDOT follows through on its intent to allow a project approved for LJT matching grant funds to be eligible for an LJT loan.

Cost Reduction: The loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49444.

29.-93. HIGHWAYS (Maintenance) – Time Extensions

The following amendatory contracts between MDOT and the following agencies will extend the terms of the contracts by six months to provide sufficient time for MDOT and the County Road Association of Michigan (CRAM) to complete contract negotiations. The original contracts provide for routine trunkline maintenance to be performed along state trunklines for 65 counties in Michigan. Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. The revised contract terms will be from October 1, 2003, through March 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

	<u>Amendatory Contract</u>	<u>Agency</u>
29.	2003-0361/A1	Alcona County Road Commission
30.	2003-0362/A1	Alger County Road Commission
31.	2003-0363/A1	Alpena County Road Commission
32.	2003-0364/A1	Antrim County Road Commission
33.	2003-0365/A1	Arenac County Road Commission
34.	2003-0366/A1	Bay County Road Commission
35.	2003-0367/A1	Benzie County Road Commission
36.	2003-0568/A1	Berrien County Road Commission
37.	2003-0368/A1	Branch County Road Commission
38.	2003-0369/A1	Calhoun County Road Commission
39.	2003-0370/A1	Charlevoix County Road Commission
40.	2003-0371/A1	Cheboygan County Road Commission
41.	2003-0372/A1	Chippewa County Road Commission
42.	2003-0373/A1	Clare County Road Commission
43.	2003-0374/A1	Clinton County Road Commission
44.	2003-0375/A1	Crawford County Road Commission
45.	2003-0376/A1	Delta County Road Commission
46.	2003-0377/A1	Dickinson County Road Commission

* Denotes a non-standard contract/amendment

47.	2003-0378/A1	Emmet County Road Commission
48.	2003-0379/A1	Genesee County Road Commission
49.	2003-0380/A1	Gladwin County Road Commission
50.	2003-0381/A1	Gogebic County Road Commission
51.	2003-0382/A1	Grand Traverse County Road Commission
52.	2003-0383/A1	Gratiot County Road Commission
53.	2003-0384/A1	Hillsdale County Road Commission
54.	2003-0386/A1	Huron County Road Commission
55.	2003-0387/A1	Ionia County Road Commission
56.	2003-0388/A1	Iosco County Road Commission
57.	2003-0389/A1	Iron County Road Commission
58.	2003-0390/A1	Jackson County Road Commission
59.	2003-0391/A2	Kent County Road Commission
60.	2003-0392/A1	Keweenaw County Road Commission
61.	2003-0393/A1	Lake County Road Commission
62.	2003-0394/A1	Lapeer County Road Commission
63.	2003-0395/A1	Leelanau County Road Commission
64.	2003-0396/A1	Luce County Road Commission
65.	2003-0397/A1	Mackinac County Road Commission
66.	2003-0398/A1	Macomb County Road Commission
67.	2003-0399/A1	Manistee County Road Commission
68.	2003-0400/A1	Marquette County Road Commission
69.	2003-0401/A1	Mason County Road Commission
70.	2003-0402/A1	Mecosta County Road Commission
71.	2003-0403/A1	Menominee County Road Commission
72.	2003-0404/A1	Midland County Road Commission
73.	2003-0405/A1	Missaukee County Road Commission
74.	2003-0406/A1	Monroe County Road Commission
75.	2003-0407/A1	Montcalm County Road Commission
76.	2003-0408/A1	Muskegon County Road Commission
77.	2003-0409/A1	Newaygo County Road Commission
78.	2003-0410/A1	Oakland County Road Commission
79.	2003-0411/A1	Oceana County Road Commission
80.	2003-0412/A1	Ogemaw County Road Commission
81.	2003-0413/A1	Ontonagon County Road Commission
82.	2003-0414/A1	Otsego County Road Commission
83.	2003-0415/A1	Ottawa County Road Commission
84.	2003-0416/A1	Roscommon County Road Commission
85.	2003-0417/A1	Sanilac County Road Commission
86.	2003-0418/A1	Schoolcraft County Road Commission
87.	2003-0419/A1	Shiawassee County Road Commission
88.	2003-0420/A1	St. Clair County Road Commission
89.	2003-0421/A1	Tuscola County Road Commission
90.	2003-0422/A1	Van Buren County Road Commission

- 91. 2003-0423/A1 Washtenaw County Road Commission
- 92. 2003-0424/A1 Wayne County Department of Public Services
- 93. 2003-0425/A1 Wexford County Road Commission

Criticality: Approval of the time extension amendments is critical to provide sufficient time for MDOT and CRAM to complete contract negotiations and for the new county maintenance contracts to be approved and processed. The maintenance services are critical to keep the roadways safe for travelers.

Purpose/Business Case: To extend the terms of the contracts by six months to provide sufficient time for MDOT and CRAM to complete contract negotiations. The contracts provide for critical maintenance services to be performed along trunklines throughout the state.

Benefit: The additional time will ensure that critical maintenance services will continue uninterrupted.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contracts have a negotiated term of five years.

Risk Assessment: If the amendments are not approved, there could be an interruption of essential state trunkline maintenance services. The county maintenance contracts are authorized under Public Act 17 of 1925.

Cost Reduction: The contracts result in a cost savings to MDOT as they are operated on a cost reimbursement basis, subject to final audits of actual costs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

94. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2008-0453) between MDOT and ASK Services, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

95. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2008-0456) between MDOT and Land Matters, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

96. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z21/R1) under Master Agreement (2002-0012) between MDOT and the Bay Area Transportation Authority (BATA), which provides transit service in Grand Traverse and Leelanau Counties, will extend the authorization term by one year to provide sufficient time for BATA to purchase hybrid electric buses and a wind turbine. The project was delayed due to changes in the Environmental Protection Agency (EPA) emission standards for diesel engines. As a result, a modification of the hybrid specifications and a search for a conforming and suitable engine for the generator set was required and has now been completed. In addition, originally BATA was looking at a wind turbine to be used with BATA buses and with an administrative office that would be shared with the Traverse City Public Schools. BATA has decided not to construct a new administrative office at this time, so a smaller wind turbine will now be needed for just the buses. BATA needs additional time to investigate smaller wind turbines before sending the project out for bid. The original authorization provides state matching funds for the City's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 14, 2006, through March 13, 2010. The authorization amount remains unchanged at \$4,708,891. The toll credit amount remains unchanged at \$120,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,887,113; FY 2002 State Restricted Comprehensive Transportation Funds - \$821,778.

Criticality: This revision will provide sufficient time for BATA to complete the purchase of hybrid electric buses and a wind turbine that will be used to charge the hybrid electric buses.

Purpose/Business Case: To provide state matching funding for BATA's FY 2002 Federal Section 5309 Capital Discretionary Program grant for the purchase of hybrid electric buses and a wind turbine.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,887,113; FY 2002 State Restricted Comprehensive Transportation Funds - \$821,778

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49684.

97. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z11/R3) under Master Agreement (2002-0031) between MDOT and the Delta Area Transit Authority (DATA) will add a line item for facility improvements/paving and delete the line item for the fuel storage/dispenser tank. Due to a recent change in management, DATA reevaluated the project and determined that the facility improvements were a higher priority at this time. This request has been approved by the Rural Task Force. The original authorization provides state matching funds for DATA's FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization amount remains unchanged at \$85,000. The authorization term remains unchanged, September 14, 2004, through September 13, 2008. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$68,000; FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$17,000.

Criticality: Approval of this revision at this time is critical because these projects are for transportation infrastructure improvements that are essential in order for DATA to continue to provide a safe working environment for its employees and safe, reliable transportation services to the public.

Purpose/Business Case: To provide state matching funds for DATA's FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grant and to add a line item for facility improvement/paving and delete the fuel storage/dispenser tank line item.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$68,000; FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$17,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49684.

98. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z29/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will add a line item for rehabilitation/renovation of a maintenance facility and will move \$2,141,519 from the engineering and design - maintenance facility line item to fund the new line item. Due to changing priorities, DDOT is using the funds for rehabilitation/renovation work at its Shoemaker terminal and reducing the funding for the engineering and design of a new facility to replace the Gilbert terminal. The original authorization provides state matching funds for DDOT's FY 2006 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, July 20, 2006, through July 19, 2009. The authorization amount remains unchanged at \$11,898,038. The toll credit amount remains unchanged at \$156,286. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$9,670,715; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$2,227,323.

Criticality: Approval of this revision is critical to ensure that necessary repairs are made to DDOT's Shoemaker terminal to allow DDOT to continue to provide safe, reliable transportation services.

Purpose/Business Case: To provide state matching funds for the addition of a line item for the rehabilitation/renovation of a maintenance facility by reducing the amount designated for the engineering and design - maintenance facility line item under DDOT's FY 2006 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$9,670,715; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$2,227,323.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

99. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z19/R1) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority (JTA) will add \$72,000 in federal funds and \$18,000 in state matching funds to fund a new line item for the purchase of up to one replacement bus. In addition, JTA will be combining funds from this authorization with other grant funds for the purchase of an additional seven replacement vehicles. The original authorization provides state matching funds for JTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Equity Bonus Limitation Program grant. The authorization term remains unchanged, August 7, 2006, through August 6, 2009. The revised authorization amount will be \$217,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$174,000; FY 2006 and FY 2008 State Restricted Comprehensive Transportation Funds - \$41,000; JTA Funds - \$2,500.

Criticality: Approval of this revision is critical to allow JTA to use the funds to replace a vehicle that has reached the end of its useful life and to maintain a safe and reliable fleet.

Purpose/Business Case: To provide an additional \$72,000 in federal funds and \$18,000 in state matching funds for JTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Equity Bonus Limitation Program grant and to add a line item for the purchase of up to one replacement bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$174,000; FY 2006 and FY 2008 State Restricted Comprehensive Transportation Funds - \$41,000; JTA Funds - \$2,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49203.

100. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z14/R2) under Master Agreement (2002-0086) between MDOT and the Shiawassee Area Transportation Agency (SATA) will increase the number of buses to be purchased from up to five to up to six and will extend the authorization term by six months to provide sufficient time for SATA to combine funding from other capital grants to fund and complete the purchase of the additional replacement bus. The original authorization provides state matching funds for SATA's FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be September 14, 2004, through March 13, 2009. The authorization amount remains unchanged at \$468,750. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$375,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$93,750

Criticality: This revision will provide sufficient time for SATA to fund and purchase a replacement vehicle necessary to maintain a safe and reliable transit operation.

Purpose/Business Case: To provide for the purchase of an additional replacement bus under SATA's FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grant and to extend the authorization term by six months to provide sufficient time for SATA to combine grant funding and purchase the replacement bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds- \$375,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$93,750.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48867.

101. *PASSENGER TRANSPORTATION - Extension of Project Completion Period

Amendatory Contract (2005-0442/A2) between MDOT and the Thunder Bay Transportation Authority (TBTA) will extend the project completion period by six months to provide sufficient time for TBTA to complete vehicle acquisition. TBTA had planned a route revision and expansion that would determine the size(s) and type(s) of buses to be purchased. This delayed the procurement process for the new buses. The buses have now been bid and third-party contract approval has been granted, but the contractor may not be able to manufacture and deliver the buses prior to the expiration of the project completion period. The original contract provides state matching funds for TBTA's FY 2005 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be September 19, 2005, through March 18, 2009. The contract term remains unchanged, from September 19, 2005, until the last obligations between the parties has been fulfilled. The contract amount remains unchanged at \$196,760. Source of Funds: Federal Transit Administration (FTA) Funds - \$157,408; FY 2002 State Restricted Comprehensive Transportation Funds - \$39,352.

Criticality: Approval of this amendment will allow TBTA to procure vehicles to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety.

Purpose/Business Case: To extend the project completion period by six months to provide sufficient time for TBTA to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$157,408; FY 2002 State Restricted Comprehensive Transportation Funds - \$39,352.

Commitment Level: The contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49707.

102.- PASSENGER TRANSPORTATION - Section 5309 Program

110. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the purchase of replacement buses under the FY 2008 Federal Section 5309 Capital Discretionary Program grant. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$1,195,610. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$956,488; FY 2008 State Restricted Comprehensive Transportation Funds - \$239,122.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
102.	2007-0157/Z11	Allegan County Board of Commissioners	2 replacement buses w/lifts	\$124,440
103.	2007-0158/Z4	Alma, City of	1 replacement bus w/lift	\$81,600
104.	2007-0187/Z5	Caro Transit Authority	2 replacement buses w/lifts	\$117,300
105.	2007-0190/Z4	Charlevoix County Board of Commissioners	Up to 1 replacement bus w/lift	\$76,795
106.	2007-0198/Z6	Crawford County Transportation Authority	2 replacement buses w/lifts	\$194,245
107.	2007-0205/Z5	Eaton County Transportation Authority	2 replacement buses w/lifts	\$138,720
108.	2007-0211/Z7	Gladwin County Board of Commissioners	1 replacement bus w/lift	\$102,000
109.	2007-0240/Z5	Kalkaska Public Transit Authority	2 replacement buses w/lifts	\$244,230
110.	2007-0276/Z5	Otsego County Board of Commissioners	1 replacement bus w/lift	\$116,280

Criticality: Approval of these authorizations will allow the transit agencies to undertake the procurement of buses that are needed to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety.

Purpose/Business Case: To provide funding for the purchase of replacement buses for nine transit agencies under their FY 2008 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$956,488; FY 2008 State Restricted Comprehensive Transportation Funds - \$239,122.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

111. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization Revision (Z8/R1) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will extend the authorization term by one year to provide sufficient time for CATA to complete the automatic vehicle locator (AVL) project. The AVLs will be used on Clinton Area Transit System (CATS) vehicles to allow effective communication between the CATS and CATA vehicles. Because CATS will purchase the AVLs through CATA's third-party contract, additional time will be required to allow CATA to enter into a subagreement with CATS for the implementation of the AVL project. The original authorization provides state matching funds for CATA's FY 2008 Federal Section 5316 Job Access and Reverse Commute Program grant. The revised authorization term will be October 1, 2007, through September 30, 2009. The authorization amount remains unchanged at \$45,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$36,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$9,000.

Criticality: Approval of this revision is critical to avoid delays in implementing the AVL project to maintain safe operation of transit vehicles.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for CATA and CATS to complete the AVL project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$36,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$9,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48910.

112.- PASSENGER TRANSPORTATION - Section 5309 Program

113. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the construction of a transit facility and the purchase of replacement vehicles under the FY 2006 and FY 2008 Federal Section 5309 Capital Discretionary Program grant. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$1,679,814. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,343,851; FY 2008 State Restricted Comprehensive Transportation Funds - \$335,963.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
112.	2007-0193/Z7	Clare County Board of Commissioners	Transit facility construction	\$1,184,813
113.	2007-0295/Z10	Thunder Bay Transportation Authority	5 replacement vehicles	\$495,001

Criticality: Approval of these authorizations will allow the Clare County Board of Commissioners to construct a new transit facility and the Thunder Bay Transportation Authority to undertake the procurement of vehicles that are needed to replace vehicles that have reached the ends of their useful lives. The new transit facility will ensure safe and effective operation of the transit system. The replacement vehicles are needed to ensure passenger safety.

Purpose/Business Case: To provide funding for the construction of a transit facility and the purchase of replacement vehicles for two transit agencies under the FY 2006 and 2008 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,343,851; FY 2008 State Restricted Comprehensive Transportation Funds - \$335,963.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48625 and 49707.

114. PASSENGER TRANSPORTATION - Section 5310 Program

Project Authorization Revision (Z1/R1) under Master Agreement (2007-0232) between MDOT and the Ionia County Commission On Aging will increase the number of vans to be purchased from one to up to two and will increase the authorization amount by \$8,500. One of the Commission's vehicles was destroyed in an accident, and the resulting insurance proceeds will allow the purchase of one additional replacement van. The original authorization provides state matching funds for the Commission's FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The authorization term remains unchanged, August 31, 2007, through August 30, 2010. The revised authorization amount will be \$52,360. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$35,088; FY 2007 State Restricted Comprehensive Transportation Funds - \$8,772; Insurance Check Funds - \$8,500.

Criticality: Approval of this revision will allow the Commission to replace the van destroyed in the accident so transportation services to the elderly and the disabled may continue.

Purpose/Business Case: To increase the number of vans to be purchased from one to up to two under the Commission's FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program grant and to increase the contract amount by \$8,500, the amount of the insurance proceeds.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$35,088; FY 2007 State Restricted Comprehensive Transportation Funds - \$8,772; Insurance Check Funds - \$8,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this revision is not approved, the Commission may not be able to replace the destroyed vehicle using the insurance proceeds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48846.

115. PASSENGER TRANSPORTATION - Section 5316/JARC Program

Project Authorization Revision (Z6/R1) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will provide for an additional \$18 in federal funds and \$18 in state matching grant funds because the federal grant, which was issued retroactively, was issued for \$36 more than the original authorization indicated. This revision will correct that discrepancy. The original authorization provides state matching funds for MTA's FY 2007 Federal Section 5316 Job Access and Reverse Commute (JARC) Program grant. The program provides work-related transportation to Genesee County residents accessing jobs in the counties of Oakland, Livingston, Lapeer, Saginaw, Washtenaw, and Genesee. The authorization term remains unchanged, June 9, 2008, through June 8, 2011. The revised authorization amount will be \$436,826. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds- \$218,413; FY 2006, FY 2007, and FY 2008 State Restricted Comprehensive Transportation Funds - \$218,413.

Criticality: Approval at this time is critical to provide funds to MTA for continuation of the transportation to work service for Genesee County residents.

Purpose/Business Case: To provide an additional \$18 in federal funds and \$18 in state matching funds for MTA's FY 2007 Federal Section 5316 JARC Program grant for transportation to work services for Genesee County residents.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$218,413; FY 2006, FY 2007, and FY 2008 State Restricted Comprehensive Transportation Funds - \$218,413.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is that federal funds may be lost and needed transportation to work services may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

116. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z10) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will provide state matching funds for MTA's FY 2008 Federal Section 5309 Urbanized Area Formula Capital Program grant for the purchase of up to five new buses, the rehabilitation/rebuilding of ten buses, and the construction of a service center facility. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,845,500. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,076,400; FY 2008 State Restricted Comprehensive Transportation Funds - \$769,100.

Criticality: Approval of this authorization is critical to ensure a safe and reliable fleet. The newly purchased vehicles will replace existing vehicles that have exceeded their useful lives. The rehabilitation will extend the useful lives of ten buses currently in service, saving money and increasing passenger safety. The construction of a facility for demand response operations is necessary to meet the increased need for demand response ridership in MTA's Swartz Creek service area.

Purpose/Business Case: To provide state matching funds for MTA's FY 2008 Federal Section 5309 Urbanized Area Formula Capital Program grant for the purchase of up to five replacement buses, for the rehabilitation/rebuilding of ten buses, and for the construction of a service center facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,076,400; FY 2008 State Restricted Comprehensive Transportation Funds - \$769,100.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

117. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z11) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will provide toll credits as the state match for MTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of computer hardware and software, support equipment, passenger shelters, associated capital maintenance items, signage, leased facilities, preventive maintenance, and mobile surveillance/security equipment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$5,042,832. Toll credits in the amount of \$1,008,567 will be allocated as match for all line items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$5,042,832.

Criticality: Approval of this authorization is critical because these projects are for transportation infrastructure improvements that are essential in order for MTA to continue to provide safe, reliable transportation services.

Purpose/Business Case: To provide toll credits as the state match for MTA's FY 2008 Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$5,042,832.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

118. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z15) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will provide state matching funds for SMART's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance, facility renovations, and the purchase of shop equipment, automatic data processing hardware and software, security equipment, bus shelters, landscaping/beautification, pedestrian access/walkways, signage, and bus parts. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$14,839,160. Toll credits in the amount of \$2,917,407 will be allocated as match for all line items except for facility renovations. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$14,788,735; FY 2008 State Restricted Comprehensive Transportation Funds - \$50,425.

Criticality: Approval of this authorization at this time is critical to allow SMART to perform preventive maintenance on vehicles and to purchase equipment to ensure safe, efficient transit operation.

Purpose/Business Case: To provide state matching funds for SMART's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$14,788,735; FY 2008 State Restricted Comprehensive Transportation Funds - \$50,425.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

119. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z16) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will provide state matching funds for SMART's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for facility rehabilitation/renovations and for the purchase of shop equipment, management information system hardware and software, surveillance/security equipment, spare parts, and two expansion buses for the Lake Erie Transportation Commission in Monroe County. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$381,633. Toll credits in the amount of \$15,454 will be allocated as match for all line items except facility rehabilitation/renovations and the purchase of two expansion buses. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$320,760; FY 2008 State Restricted Comprehensive Transportation Funds - \$60,873.

Criticality: Approval of this authorization at this time is critical to allow the Lake Erie Transportation Commission to purchase equipment essential to provide safe, efficient transit operations.

Purpose/Business Case: To provide state matching funds for SMART's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for [Lake Erie Transportation Commission].

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$320,760; FY 2008 State Restricted Comprehensive Transportation Funds - \$60,873.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

120. TRANSPORTATION PLANNING – Safety/Operational Analysis

Project Authorization (Z26) issued under Master Agreement (2006-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the review of traffic and crash data and the development of improvements to address identified safety/operational problems as described and funded in the FY 2008 Unified Work Program for the city Holland and the FY 2008-2011 Transportation Improvement Program. The authorization will be in effect from the date of award through September 30, 2008. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To provide for the analysis of operational and crash data and the development of alternatives to address safety/operational problems.

Benefit: Will provide for the development of improvements to address identified safety and operational problems.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amounts in the current UWP, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If the authorization is not approved, improvements to address safety and operational problems along the corridor may not be completed.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49424.

121. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2008-0016/A1) between MDOT and Progressive AE will extend the contract term by approximately six months to provide sufficient time for the consultant to complete the services. The additional time is needed because coordinating and scheduling task force progress meetings and public meetings is requiring a longer lead time than originally anticipated due to the large number of local representatives and their requirements for advance notification for public meetings. These meeting must be held prior to final documentation development. The original contract provides for the development of a comprehensive corridor access management plan and a model access management ordinance to be provided to local governing bodies for the M-121 corridor from I-196 to the I-196 business loop in Ottawa County. The revised contract term will be November 7, 2007, through April 1, 2009. The contract amount remains unchanged at \$116,158. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: It is critical for MDOT to receive documentation of all work completed on this project. The additional time will allow the consultant to document all actions and provide final reports to MDOT. This study is critical for the future design of the programmed reconstruction and rehabilitation of this corridor.

Purpose/Business Case: To extend the contract term by approximately six months to provide sufficient time for the consultant to complete remaining public involvement and final access management documents. The original contract provides for the development of a comprehensive corridor access management plan and a model access management ordinance to be provided to local governing bodies.

Benefit: The additional time will allow the consultant to complete the services and provide MDOT with the final documentation and reports. MDOT will incorporate the study's access management recommendations into the design for the upcoming reconstruction/rehabilitation project for this corridor.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the study is not completed, MDOT will lose the opportunity to incorporate the study's access management recommendations into the design of the upcoming reconstruction and rehabilitation project and to improve traffic safety and mobility.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based for original contract; N/A for amendment.

New Project Identification: This is not a new project.

Zip Code: 49426.

122. TRANSPORTATION PLANNING – Transportation Planning Activities

Project Authorization (Z1) under Master Agreement (2009-0003) between MDOT and the Genesee County Metropolitan Planning Commission will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$401,664. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Transit Administration Funds and 20% Genesee County Metropolitan Planning Commission Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To provide for the MPO to perform transportation planning activities included in its approved Unified Work Program (UWP).

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Transit Administration Funds (Section 5303 Program) and 20% Genesee County Metropolitan Planning Commission Funds.

Commitment Level: The cost of this project is based on the federally-approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48502.

123. TRANSPORTATION PLANNING – Transportation Planning Activities

Project Authorization (Z2) under Master Agreement (2009-0003) between MDOT and the Genesee County Metropolitan Planning Commission will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$996,060. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% Genesee County Metropolitan Planning Commission Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To provide for the MPO to perform transportation planning activities included in its approved Unified Work Program (UWP).

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds (Metropolitan Planning Funds) and 18.15% Genesee County Metropolitan Planning Commission Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48502.

124. TRANSPORTATION PLANNING - Access Management Plan

Authorization (Z2) under Master Agreement (2009-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the conduct of an access management study for selected state trunklines and the development of an access management plan for key corridors in Southeast Michigan. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$260,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To provide for the conduct of an access management study for selected state trunklines (M-3 and M-19 in Macomb County) and the development of an access management plan for key corridors in Southeast Michigan.

Benefit: Improved access management will lead to improved traffic flow along the corridors, which will reduce traffic congestion, improve air quality, and improve driver safety.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If the authorization is not approved and the services are not performed, an opportunity may be lost to reduce traffic congestion, improve air quality, and improve driver safety in key corridors in Southeast Michigan.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

125. TRANSPORTATION PLANNING - Economic Analysis

Authorization (Z3) under Master Agreement (2009-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the performance of an economic analysis of the impact of MDOT's 2009-2013 Five-Year Transportation Program and other special projects statewide. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$141,676. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To provide for the performance of an economic analysis of the impact of MDOT's 2009-2013 Five-Year Transportation Program and other special projects.

Benefit: The study will provide an independent analysis of the overall economic benefits of MDOT's 2009-2013 Five-Year Transportation Program on the state's economy. Output from this analysis will be used by transportation decision makers for future prioritization efforts and to educate transportation stakeholders, policymakers, and the public on the impact transportation investments have on the economy. This analysis will be presented to the State Transportation Commission, the legislature, and other transportation stakeholders.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: The analysis will be used to support the roll-out of the 2009-2013 Five-Year Transportation Plan. If the analysis is not completed, MDOT will lose the opportunity to educate transportation stakeholders, policymakers, and the public on the economic impacts of MDOT's transportation program on the state of Michigan.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

126. TRANSPORTATION PLANNING - Planning Coordination Activities

Authorization (Z4) under Master Agreement (2009-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the performance of three planning coordination activities from SEMCOG's FY 2008-2009 Unified Work Program (UWP): project status coordination for the Transportation Improvement Program, project assistance/model application assistance, and contract management of various transportation planning grants. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$394,689. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To provide for the performance of three planning coordination activities from SEMCOG's FY 2008- 2009 UWP.

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

127. TRANSPORTATION PLANNING - Economic Study

Authorization (Z6) under Master Agreement (2009-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for an analysis of the economic impact of the Ambassador Bridge crossing to and from Canada and of the proposed Detroit River International Crossing on Wayne County. SEMCOG will work with the Detroit Regional Chamber and other local entities to perform the study. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$45,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To provide for a study of the economic impact of Canada on Wayne County. The United States and Canada share the longest common border and the largest bilateral trade relationship in the world. More than 200 million people and approximately \$500 billion in goods move across the Canada/U.S border annually. Michigan's international border crossings are the nation's principal gateway for international trade with Canada. From 2001 through 2005, approximately 43 percent of all U.S./Canada trade moved through Michigan's international crossings. Michigan's international border crossings are vital links for international commerce and are critical to the well-being of the local, state, and national economies. Goods and people moving across Michigan's borders significantly impact the economies of Michigan and Ontario and the economies of the United States and Canada.

Benefit: This study will quantify the economic benefits associated with transportation infrastructure improvements for local communities within Wayne County. The analysis will provide MDOT with another tool to assist in making future international border transportation investment decisions.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: This type of analysis has been requested by many local and regional transportation stakeholders to help quantify the localized economic benefits associated with international border crossings. If the analysis is not completed, MDOT will lose the opportunity to gain another tool to assist in making future international border transportation investment decisions.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

128. TRANSPORTATION PLANNING - Economic Study

Authorization (Z7) under Master Agreement (2009-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for an analysis of the economic impact of the Blue Water Bridge crossing to and from Canada on St. Clair County. The St. Clair County Transportation Committee will work with local entities to perform the study. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$45,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To provide for a study of the economic impact of Canada on St. Clair County. The United States and Canada share the longest common border and the largest bilateral trade relationship in the world. More than 200 million people and approximately \$500 billion in goods move across the Canada/U.S border annually. Michigan's international border crossings are the nation's principal gateway for international trade with Canada. From 2001 through 2005, approximately 43 percent of all U.S./Canada trade moved through Michigan's international crossings. Michigan's international border crossings are vital links for international commerce and are critical to the well-being of the local, state, and national economies. Goods and people moving across Michigan's borders significantly impact the economies of Michigan and Ontario and the economies of the United States and Canada.

Benefit: This study will quantify the economic benefits associated with transportation infrastructure improvements for local communities within Wayne County. The analysis will provide MDOT with another tool to assist in making future international border transportation investment decisions.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: This type of analysis has been requested by many local and regional transportation stakeholders to help quantify the localized economic benefits associated with international border crossings. If the analysis is not completed, MDOT will lose the opportunity to gain another tool to assist in making future international border transportation investment decisions.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

129.- TRANSPORTATION PLANNING – Transportation Planning Activities

139. The following project authorizations issued under master agreements between MDOT and the following agencies will provide assistance in the undertaking of transportation planning activities at the local and regional levels. The authorizations will be in effect from October 1, 2008, through September 30, 2009. The terms of the master agreements are from October 1, 2008, through September 30, 2011. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Agreement/ Authorization</u>	<u>Regional Planning Organization</u>	<u>Amount</u>	<u>Zip Code</u>
129.	2009-0013/Z1	Central Upper Peninsula Planning & Development Regional Commission	\$39,000	49829
130.	2009-0014/Z1	East Central Michigan Planning & Development Regional Commission	\$39,000	48602
131.	2009-0015/Z1	Eastern Upper Peninsula Regional Planning & Development Commission	\$36,000	49783
132.	2009-0016/Z1	G-L-S Region V Planning & Development Commission	\$34,000	48502
133.	2009-0017/Z1	Northeast Michigan Council of Governments	\$40,000	49735
134.	2009-0018/Z5	Northwest Michigan Council of Governments	\$37,000	49685
135.	2009-0019/Z1	Region 2 Planning Commission	\$38,000	49201
136.	2009-0020/Z1	Southcentral Michigan Planning Council	\$34,000	49081
137.	2009-0021/Z1	Southwest Michigan Planning Commission	\$38,700	49022
138.	2009-0022/Z1	Tri-County Regional Planning Commission	\$40,100	48910
139.	2009-0025/Z1	Western Upper Peninsula Planning & Development Regional Commission	\$38,000	49931

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: The RPOs support local and regional government planning in the areas of transportation, environment, community and economic development, and education.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project facilitation and administration, and organization of MDOT public meetings.

Funding Source: 100% State Restricted Michigan Transportation Funds.

* Denotes a non-standard contract/amendment

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: See above.

140. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Project Authorization (Z2) issued under Master Agreement (2009-0013) between MDOT and the Central Upper Peninsula Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for M-35. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$30,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for M-35.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49829.

141. TRANSPORTATION PLANNING – Access Management Study

Project Authorization (Z4) issued under Master Agreement (2009-0013) between MDOT and the Central Upper Peninsula Planning & Development Regional Commission will provide for the performance of an access management study for the US-2/US-41/M-35 corridor in Delta County. The work will include identification of deficiencies, development of an access management plan, and development of access management zoning ordinance language to be adopted by local government units. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$80,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Michigan Transportation Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the performance an access management study for the established US-2/US-41/M-35 corridor in Delta County.

Benefit: Improved access management will lead to improved traffic flow along the corridor, which will reduce traffic congestion, improve air quality, and improve driver safety.

Funding Source: 80% Federal Highways Administration Funds and 20% State Restricted Michigan Transportation Funds.

* Denotes a non-standard contract/amendment

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved and the services are not performed, an opportunity may be lost to reduce traffic congestion, improve air quality, and improve driver safety along the corridor.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49829.

142. TRANSPORTATION PLANNING - Non-Motorized Comprehensive Plan

Project Authorization (Z5) under Master Planning Agreement (2009-0013) between MDOT and the Central Upper Peninsula Planning and Development Commission will provide for the completion of a non-motorized comprehensive plan for the State of Michigan. Non-motorized planning work that has been completed in Southwest Michigan and in the Metro Region will be used as the basis for the statewide plan. The completed non-motorized comprehensive plan will create a uniform basis for identifying needed projects and project elements, prioritizing projects, and determining funding for projects within the individual MDOT regions statewide. The authorization will be in effect from October 1, 2008 through September 30, 2009. The authorization amount will be \$35,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regions need a completed non-motorized plan to assist them in prioritizing projects and determining project funding.

Purpose/Business Case: To provide for the completion of a non-motorized comprehensive plan for the state of Michigan.

Benefit: Will create a uniform basis for identifying needed projects and project elements, prioritizing projects, and determining funding for those projects statewide.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: Regional Planning Organization (RPO) costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, the non-motorized comprehensive plan may not be completed, and the state could lack a uniform basis for identifying and prioritizing needed projects.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49829.

143. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Project Authorization (Z2) issued under Master Agreement (2009-0014) between MDOT and the East Central Michigan Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for M-15. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$30,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for M-15.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48746.

144. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Project Authorization (Z2) issued under Master Agreement (2009-0015) between MDOT and the Eastern Upper Peninsula Regional Planning & Development Commission will provide for the implementation of the Heritage Route Corridor Management Plan for M-123. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$30,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for M-123.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49768.

145. TRANSPORTATION PLANNING - Non-Motorized Comprehensive Plan

Project Authorization (Z4) under Master Planning Agreement (2009-0015) between MDOT and the Eastern Upper Peninsula Regional Planning and Development Commission will facilitate the completion of non-motorized planning efforts for the state of Michigan. Non-motorized planning work that has been completed in Southwest Michigan and in the Metro Region will be used as the basis for the statewide plan. The completed non-motorized comprehensive plan will create a uniform basis for identifying needed projects and project elements, prioritizing projects, and determining funding for projects within the individual MDOT regions statewide. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$35,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regions need a completed non-motorized plan to assist them in prioritizing projects and determining project funding.

Purpose/Business Case: To provide for the completion of a non-motorized comprehensive plan for the state of Michigan.

Benefit: Will create a uniform basis for identifying needed projects and project elements, prioritizing projects, and determining funding for those projects statewide.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: Regional Planning Organization (RPO) costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, the non-motorized comprehensive plan may not be completed, and the state could lack a uniform basis for identifying and prioritizing needed projects.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49783.

146. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Project Authorization (Z2) issued under Master Agreement (2009-0017) between MDOT and the Northeast Michigan Council of Governments will provide for implementation of the Heritage Route Corridor Management Plan for US-23. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$45,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for US-23.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49735.

147. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Project Authorization (Z1) issued under Master Agreement (2009-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the implementation of the Heritage Route Corridor Management Plan for M-22. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$30,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for M-22.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49610.

148. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Project Authorization (Z3) issued under Master Agreement (2009-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the implementation of the Heritage Route Corridor Management Plan for M-119. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$30,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for M-119.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49737.

149. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Project Authorization (Z2) under Master Agreement (2009-0021) between MDOT and the Southwestern Michigan Commission will provide for the implementation of the Heritage Route Corridor Management Plan for I-69 from the state line to I-94. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$30,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for I-69.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49022.

150. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Project Authorization (Z3) issued under Master Agreement (2009-0021) between MDOT and the Southwest Michigan Planning Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-12. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$35,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for US-12.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49036.

151.- TRANSPORTATION PLANNING – Transportation Planning Activities

152. The following project authorizations issued under master agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorizations will be in effect from October 1, 2008, through September 30, 2009. The terms of the master agreements are from October 1, 2008, through September 30, 2011. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Agreement/ Authorization</u>	<u>Regional Planning Organization</u>	<u>Amount</u>	<u>Zip Code</u>
151.	2009-0023/Z1	West Michigan Regional Planning Commission	\$37,000	49503
152.	2009-0024/Z1	West Michigan Shoreline Regional Development Commission	\$38,000	49443

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: The RPOs support local and regional government planning in the areas of transportation, environment, community and economic development, and education.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project facilitation and administration, and organization of MDOT public meetings.

Funding Source: 100% State Restricted Michigan Transportation Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: See above.

153.- TRANSPORTATION PLANNING - Pavement Surface Evaluations and Ratings

154. The following project authorizations issued under master agreements between MDOT and the following agencies will provide for the assignment of Pavement Surface Evaluation and Rating (PASER) ratings for all federal-aid eligible roads, as required by Public Act 499 of 2002. The ratings will be used to provide the State Transportation Commission and the legislature with reports describing the conditions of public roads and bridges in the state, the amount of money being expended on the roads each year, and the projects intended to be built over the upcoming three years. The authorizations will be in effect from October 1, 2008, through September 30, 2009. The terms of the master agreements are from October 1, 2008, through September 30, 2011. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Amount</u>	<u>Zip Code</u>
153.	2009-0023/Z2	West Michigan Regional Planning Commission	\$82,467	49503
154.	2009-0024/Z2	West Michigan Shoreline Regional Development Commission	\$39,762	49443

Criticality: These authorized funds must be made available in order for the metropolitan planning organizations and regional planning organizations to meet a statewide asset management process as mandated by Act 499 of the Public Acts of 2002, Section 247.689a.

Purpose/Business Case: Act 499 of the Public Acts of 2002 mandated a statewide asset management process and created a Transportation Asset Management Council (TAMC). The TAMC answers directly to the State Transportation Commission and the legislature. Section 4 of the law requires metropolitan planning organizations and regional planning agencies to provide technical assistance to the Council. The law does not define technical assistance. The TAMC has identified technical assistance as a coordinating the collection of roadway condition data, providing asset management training to local agencies, conducting pilot studies on behalf of the TAMC, and assisting in the development of the TAMC's annual report and multi-year program. Each agency will be responsible for providing this information to the Council.

* Denotes a non-standard contract/amendment

Benefit: Will provide the State Transportation Commission and the legislature with several reports describing the conditions of public roads and bridges in the state, the amount of money being expended on those roads each year, and upcoming projects for the next three years.

Funding Source: 100% State Restricted Michigan Transportation Funds.

Commitment Level: The costs are based upon previous year's activities undertaken by the agencies. Agencies will be paid for the actual costs incurred.

Risk Assessment: If the authorizations are not awarded, the requirements of Act 499 will not be met.

Cost Reduction: These are ongoing activities. The cost is the same as in previous years. There is no increase anticipated.

Selection: N/A.

New Project Identification: These are ongoing activities.

Zip Code: See above.

155. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Project Authorization (Z2) issued under Master Agreement (2009-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-41. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$30,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for US-41.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49858.

156. TRANSPORTATION PLANNING - Heritage Route Feasibility Study

Project Authorization (Z4) under Master Agreement (2009-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for the preparation of a comprehensive plan for the development of a connected trail in Iron County to encourage non-motorized activities along the Heritage Route. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$42,641. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the preparation of a comprehensive plan for the development of a connected trail in Iron County to encourage non-motorized activities along the Heritage Route. The study will

evaluate the potential bicycle/pedestrian links between Iron River, Crystal Falls, and the many historic, recreational, and natural sites along the Iron County Heritage Trail.

Benefit: The development of a connected trail in Iron County will enhance visitor experiences and encourage non-motorized activities along the Heritage Route.

Funding Source: 100% Federal Highway Administration Funds (Scenic Byways Discretionary Funds).

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved and the study is not performed, an opportunity may be lost to develop a trail connecting the historic, recreational, and natural sites to encourage non-motorized activities along the Heritage Route and stimulate tourism and economic growth for the area.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49858.

157. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Project Authorization (Z5) issued under Master Agreement (2009-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-41. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$31,250. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for US-41.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49931.

158. TRANSPORTATION PLANNING - Non-Motorized Comprehensive Plan

Project Authorization (Z7) under Master Planning Agreement (2009-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for the completion of a non-motorized comprehensive plan for the state of Michigan. Non-motorized planning work that has been completed in Southwest Michigan and in the Metro Region will be used as the basis for the statewide plan. The completed non-motorized comprehensive plan will create a uniform basis for identifying needed projects and project elements, prioritizing projects, and determining funding for projects within the individual MDOT regions statewide. The authorization will be in effect from October 1, 2008 through September 30, 2009. The authorization amount will be \$35,000. The term of the master agreement is

October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regions need a completed non-motorized plan to assist them in prioritizing projects and determining project funding.

Purpose/Business Case: To provide for the completion of a non-motorized comprehensive plan for the state of Michigan.

Benefit: Will create a uniform basis for identifying needed projects and project elements, prioritizing projects, and determining funding for those projects statewide.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: Regional Planning Organization (RPO) costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, the non-motorized comprehensive plan may not be completed, and the state could lack a uniform basis for identifying and prioritizing needed projects.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49931.

159. TRANSPORTATION PLANNING – Administration of Planning Activities

Project Authorization (Z1) under Master Agreement (2009-0026) between MDOT and the TC-TALUS Policy Board will provide for the services of an area director to administer comprehensive and continuing transportation and land use planning activities in the Traverse City area. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To provide for the services of an area director to administer comprehensive and continuing transportation and land use planning activities in the Traverse City area.

Benefit: Will provide for funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49685.

160. TRANSPORTATION PLANNING - Comprehensive Transportation Plan

Project Authorization (Z2) under Master Agreement (2009-0026) between MDOT and the TC-TALUS Policy Board will provide for project management assistance services to be performed for the development of a Comprehensive Transportation Plan (CTP) for the Traverse City area. The authorization will be in effect from October 1, 2008, through September 30, 2009. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To provide for project management assistance services to be performed for the development of a CTP for the Traverse City area.

Benefit: Will provide for funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49685.

SUBCONTRACTS

161.	Kakuk Construction, Inc.	Low Bid:	\$ 78,842.50
	N9784 K3 Lane	Engineer's Estimate:	\$ 85,463.00
	Daggett, MI 49821	Over/Under:	-8.9%

Description of Work: Concrete Culvert Installation

Approval is requested to authorize the Menominee County Road Commission to award a subcontract for the removal of two 24-inch culverts and the installation of a 54-inch concrete culvert with end sections on US-41 in Menominee County. One of the two existing culverts has already collapsed once and had to be filled in. If the culvert collapses again, water could flood properties upstream. The project was advertised, and five bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the culvert could collapse again and flood properties upstream.

Purpose/Business Case: To provide for the removal of two 24-inch culverts with concrete pipe extensions and headwalls and the installation of a 54-inch concrete culvert with end sections on US-41 in Menominee County.

Benefit: Will restore the stream to its normal flow through a functional culvert, ensure against a future collapse, and protect travelers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If a new culvert with end sections is not installed, the culvert could collapse again, causing water to back up and flood properties upstream. This could result in hazardous conditions for travelers and lead to costly future road repairs.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49821.

162.	Snowden, Inc.	Low Bid:	\$ 69,447.30
	3385 US-2 and US-41	Engineer's Estimate:	\$ 62,878.71
	Escanaba, MI 49829	Over/Under:	+10.5%

Description of Work: Concrete Culvert Installation

Approval is requested to authorize the Menominee County Road Commission to award a subcontract for the removal of a 48-inch concrete pipe and headwalls and the installation of 96 feet of 60-inch concrete culvert with end sections on M-35 in Menominee County. The culvert has voids and could collapse due to misaligned culvert pieces which are allowing fill to fall through the gaps. The project was advertised, and five bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the culvert could collapse due to misaligned culvert pieces. This would create hazardous conditions for travelers.

Purpose/Business Case: To provide for the removal of a 48-inch concrete pipe and headwalls and the installation of 96 feet of 60-inch concrete culvert with end sections on M-35 in Menominee County.

Benefit: The removal of the concrete pipe and headwalls and the installation of concrete culvert with end sections will maintain a functional drainage system and provide for safer highways.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If new culverts are not installed, the culvert could collapse and create hazardous conditions. This could lead to costly future road repairs.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49829.

163.	The Isabella Corporation 2201 Commerce Drive Mt. Pleasant, MI 48858	Low Bid: Engineer's Estimate: Over/Under:	\$ 99,450 \$ 92,000 +8.1%
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Description of Work: Drainage System Update

Approval is requested to authorize the City of Mt. Pleasant to award a subcontract for the installation of an updated drainage system on M-20 in Isabella County. This drainage system update is needed to prevent roadway flooding and washouts. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the road will continue to flood during high volume rain storms and the road will continue to wash out. Flooding has already caused numerous cars to stall on the road, and numerous flat tires have resulted from the washed out roadway. Flooded roadways could endanger travelers and lead to costly repairs.

Purpose/Business Case: To provide for the installation of an updated drainage system on M-20 in Isabella County.

Benefit: The installation of an updated drainage system will provide a properly functioning drainage system to prevent sediment buildup in catch basins, blockage of storm water runoff, and washed-out roads.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the drainage system is not updated, the catch basins and tiles will continue to plug, which will result in drainage backups or flooding of the road. This could lead to costly road repairs.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48858.

STATE PROJECTS

27.00 mi of installing median cable barrier and upgrading barrier to current standards on I-94 from west of Friday Road to the Kalamazoo/Van Buren county line in the village of Mattawan, Berrien and Van Buren Counties.

8 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Funding Source:

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.
Selection: Low Bid.
New Project Identification: Reconstruction.
Zip Code: 49038.

165.	LETTING OF AUGUST 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0808010	\$ 2,806,161.41	\$ 2,698,245.69
	PROJECT BRI 58151-78967		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 15, 2009		
	COMPLETION DATE - SEPTEMBER 11, 2009		-3.85 %

Bridge replacement and approach work including
maintaining traffic on Sterns Road over I-75, Monroe
County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 2,698,245.69	Same	1 **
E. C. Korneffel Co.	\$ 2,892,530.18	Same	2
Dan's Excavating, Inc.	\$ 2,946,500.45	Same	3
E.T. MacKenzie Company	\$ 2,992,793.33	\$ 2,992,771.33	4
Walter Toebe Construction Co.	\$ 3,199,454.69	Same	5
C. A. Hull Co., Inc.	\$ 3,452,061.44	Same	6
E.S. Wagner Company			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
Anlaan Corporation			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

78967A

Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48133.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 1,210,195.11	Same	1 **
Milbocker and Sons, Inc.	\$ 1,258,065.64	Same	2
E.T. MacKenzie Company	\$ 1,275,488.88	Same	3
J.E. Kloote Contracting, Inc.	\$ 1,377,932.01	Same	4
Posen Construction, Inc.	\$ 1,385,910.42	Same	5
Hardman Construction, Inc.			
Davis Construction, Inc.			
J. Slagter & Son Construction Co.			
C. A. Hull Co., Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79206A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48840.

167. LETTING OF AUGUST 01, 2008 ENG. EST. LOW BID
 PROPOSAL 0808013 \$ 28,526,409.82 \$ 24,151,887.82
 PROJECT IM 50061-50594, ETC
 LOCAL AGRMT. 08-5227 % OVER/UNDER EST.
 START DATE - SEPTEMBER 02, 2008
 COMPLETION DATE - OCTOBER 31, 2009 -15.34 %

4.51 mi of ramp reconstruction, drainage improvements, sign replacement, pavement marking, shoulder lighting replacement and rehabilitation of 22 structures at the I-696 and Mound Road interchange in the cities of Warren and Centerline, Macomb County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

15.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 24,151,887.82	Same	1 **
C. A. Hull Co., Inc.	\$ 24,819,981.01	Same	2
Walter Toebe Construction Co.	\$ 26,554,227.43	Same	3
E. C. Korneffel Co.			
Dan's Excavating, Inc.			
Anlaan Corporation			
Angelo Iafrate Construction Company			
John Carlo, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is supported by three program goals: (1) MDOT's Road Preservation Program, (2) the Freeway Lighting Program, and (3) MDOT's Bridge Preservation Program. The Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Freeway Lighting Program goal is provided to improve the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems, and MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and the condition of roads and bridges.

Funding Source:

103208A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
50594A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	8.79 %
City of Warren	1.21 %
51478A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	18.37 %
City of Warren	1.63 %
75026A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	18.42 %
City of Warren	1.58 %
75036A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	19.51 %
City of Warren	0.49 %
75086A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	19.70 %
City of Warren	0.30 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline roads and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public are risk assessments for this project. The relationships with the local agencies may be compromised. If the construction of these projects is not completed, federal funds must be returned because earlier phases of these projects utilized federal funds.

Cost Reduction: With the construction of these projects, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly improved nighttime visibility.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48091.

168. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808014
 PROJECT NH 70024-81705
 LOCAL AGRMT.
 START DATE - SEPTEMBER 12, 2008
 COMPLETION DATE - MAY 22, 2009

ENG. EST.
 \$ 3,920,268.80

LOW BID
 \$ 3,609,532.47

% OVER/UNDER EST.
 -7.93 %

0.50 mi of rest area reconstruction, sitework, utilities
 and lagoon removal on I-196 eastbound at the Zeeland rest
 area, Ottawa County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 3,609,532.47	Same	1 **
Schippers Excavating, Inc.	\$ 3,621,926.24	Same	2
Hoffman Bros., Inc.	\$ 3,670,236.13	Same	3
Kamminga & Roodvoets, Inc.	\$ 3,684,230.13	Same	4
Diversco Construction Company Inc.	\$ 3,689,043.83	\$ 3,688,973.83	5
CL Trucking & Excavating, LLC.	\$ 3,731,893.30	Same	6
E.T. MacKenzie Company	\$ 3,782,484.10	Same	7
Nashville Construction Company	\$ 3,950,672.46	Same	8
Dykema Excavators, Inc.	\$ 4,068,775.80	Same	9
3-S Construction, Inc.	\$ 4,170,254.85	Same	10
C & D Hughes, Inc.	\$ 4,325,123.99	Same	11
Kalin Construction Co., Inc.			
Brenner Excavating, Inc.			
Milbocker and Sons, Inc.			
Florence Cement Company			
Davis Construction, Inc.			
Georgetown Construction Company			

11 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

Benefit: Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new federal guidelines and requirements.

81705A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

Zip Code: 49464.

5.00 % DBE participation required

3 Bidders

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Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79205A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48867.

170.	LETTING OF AUGUST 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0808022	\$ 225,122.45	\$ 263,103.00
	PROJECT STT 09101-102025		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - APRIL 13, 2009		
	COMPLETION DATE - JUNE 12, 2009		16.87 %

Structural steel beam repairs and maintaining traffic at 3 structures on US-10 southbound over H. & E. Railroad, on M-25 over Sebawaing River, and on King Road over I-75, Bay, Huron, and Saginaw Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 263,103.00	Same	1 **
Midwest Bridge Company	\$ 297,553.00	Same	2
Anlaan Corporation	\$ 299,243.00	Same	3
Abhe & Svoboda, Inc.	\$ 328,110.00	Same	4
Posen Construction, Inc.	\$ 331,497.00	Same	5
L.W. Lamb, Inc.			
Jackson Steel Construction, Inc.			
Rohde Brothers Excavating, Inc.			
Davis Construction, Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

102025A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48706.

171. LETTING OF AUGUST 01, 2008 ENG. EST. LOW BID
 PROPOSAL 0808023 \$ 6,559,105.51 \$ 6,295,657.51
 PROJECT IMG 63174-80569
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2009 -4.02 %

46.50 mi of freeway sign upgrading on I-75 from the Wayne north county line (M-102 and Eight Mile Road) northerly to the Genesee south county line in the cities of Hazel Park, Royal Oak, Madison Heights, Troy, and Auburn Hills, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 6,295,657.51	Same	1 **
Highway Service Company, Inc.	\$ 6,598,775.94	Same	2
Trans Tech Electric, L.P.	\$ 6,699,813.42	Same	3
Midwest Bridge Company	\$ 6,759,846.38	Same	4
Lake Erie Construction Company			
J & J Contracting, Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

80569A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48071.

172. LETTING OF AUGUST 01, 2008 ENG. EST. LOW BID
 PROPOSAL 0808024 \$ 6,532,318.96 \$ 5,681,143.57
 PROJECT NH 82081-83658, ETC
 LOCAL AGRMT. 08-5283, 08-5284, 08-5285 % OVER/UNDER EST.
 START DATE - 7 days after award
 COMPLETION DATE - JULY 01, 2009 -13.03 %

0.56 mi of concrete bridge deck replacement, beam end repair, substructure repair, pin and hanger replacement, bridge painting, concrete ramp reconstruction and approaches, traffic signals, drainage work, and pavement markings on M-153 (Ford Road) at Evergreen Road in the cities of Dearborn, Dearborn Heights and Detroit, Wayne County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Angelo Iafrate Construction Company	\$ 5,681,143.57	Same	1 **
Six-S, Inc.	\$ 6,104,738.42	Same	2
Posen Construction, Inc.	\$ 6,140,785.11	Same	3
Dan's Excavating, Inc.	\$ 6,361,330.08	Same	4
Peter A. Basile Sons, Inc.			
E. C. Korneffel Co.			
Ajax Paving Industries, Inc.			
J. Slagter & Son Construction Co.			
Anlaan Corporation			
Florence Cement Company			
Walter Toebe Construction Co.			
C. A. Hull Co., Inc.			
Midwest Bridge Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

101332A

City of Dearborn	2.07 %
City of Dearborn Heights	0.01 %
City of Detroit	0.00 %
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	16.07 %

83658A

City of Dearborn	1.51 %
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	16.64 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48128.

173. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808025
 PROJECT NH 64015-60431
 LOCAL AGRMT.
 START DATE - SEPTEMBER 08, 2008
 COMPLETION DATE - MAY 17, 2010

ENG. EST. \$ 5,178,693.63
 LOW BID \$ 4,660,865.85
 % OVER/UNDER EST. -10.00 %

3.68 mi of cold milling with two-course hot mix asphalt resurfacing and ramp extensions, drainage improvements, and safety upgrades on US-31 northbound and southbound from north of the north branch Pentwater River to the Oceana/Mason County line, Oceana and Mason Counties. This project includes a 5 year materials and workmanship pavement warranty.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 4,660,865.85	Same	1 **
Michigan Paving & Materials Co.	\$ 5,641,322.71	Same	2
C & D Hughes, Inc.			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

60431A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49449.

Installation of dynamic message signs and supports on I-94 eastbound and westbound at the Blue Water Bridge and plaza canopy in the city of Port Huron, St. Clair County.

4 Bidders

Zip Code: 48060.

175. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808027 ENG. EST. LOW BID
 \$ 758,685.57 \$ 665,757.30
 PROJECT MIR 52997-88869
 LOCAL AGRMT. 08-5255 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 11, 2009 -12.25 %

0.56 mi of hot mix asphalt road construction, earthwork,
 and drainage for the Michigan Iron Museum access road
 accessing US-41 west of Heritage Drive southerly to the
 museum, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Associated Constructors, LLC	\$ 665,757.30	Same	1 **
Oberstar, Inc.	\$ 684,436.60	Same	2
Smith Paving, Inc.	\$ 706,196.50	Same	3
A. Lindberg & Sons, Inc.	\$ 711,498.18	Same	4
Bacco Construction Company	\$ 777,424.45	Same	5
Barley Trucking & Excavating, Inc.			
Snowden, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Michigan Institutional Roads (MIR) Program constructs, improves, and maintains all access roads on State-owned property and institutions per P.A. 1941 No. 90.

Benefit: Ensures safe and efficient access to the public at all State-owned property and institution sites.

Funding Source:

88869A

MI Dept of History, Arts and Libraries 15.33 %

State Restricted Trunkline Funds 84.67 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing operational and surface conditions.

Cost Reduction: Lower vehicle maintenance costs and accident-related costs to the public.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49866.

176. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808028
 PROJECT STH 44031-84122
 LOCAL AGRMT.
 START DATE - MAY 29, 2009
 COMPLETION DATE - JUNE 30, 2009

ENG. EST.
 \$ 420,628.85

LOW BID
 \$ 357,441.15

% OVER/UNDER EST.
 -15.02 %

0.34 mi of intersection upgrades including hot mix asphalt resurfacing, concrete curb and gutter, culvert replacement, and drainage work on M-53 at the Webster Road and Ross Road intersection, Lapeer County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.L.F. Trucking, Inc.	\$ 357,441.15	Same	1 **
Pamar Enterprises, Inc.	\$ 386,257.90	\$ 385,357.90	2
Zito Construction Co.	\$ 388,823.95	Same	3
Cadillac Asphalt, LLC.	\$ 410,490.10	Same	4
L.J. Construction, Inc.	\$ 413,750.22	Same	5
CRS/Shaw Contracting Co.	\$ 431,547.02	\$ 431,347.02	6
John Carlo, Inc.	\$ 432,243.88	\$ 432,229.88	7
Boddy Construction Company, Inc.	\$ 441,381.68	Same	8
DiPonio Contracting, Inc.	\$ 452,842.30	Same	9
Tri-Valley Landscaping, Inc.	\$ 480,867.48	Same	10
Lee Wood Contracting, Inc.			
Milbocker and Sons, Inc.			
Fenton Excavating & Construction			
Ajax Paving Industries, Inc.			
Pyramid Paving & Contracting Co.			
Jack Fick Excavating, Inc.			
Rohde Brothers Excavating, Inc.			
Saginaw Asphalt Paving Company			
Novak Construction			
Dan's Excavating, Inc.			
Marlette Excavating Company			
3-S Construction, Inc.			

10 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

84122A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48003.

177.	LETTING OF AUGUST 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0808036	\$ 6,060,587.55	\$ 5,602,638.34
	PROJECT NH 64015-75076		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 08, 2008		
	COMPLETION DATE - MAY 17, 2010		-7.56 %

3.95 mi of hot mix asphalt cold milling and overlay, ramp extensions, drainage improvements, and safety item upgrades on US-31 northbound and southbound from north of M-20 northerly to north of Shelby Road, Oceana County. This project includes a 5 year materials and workmanship pavement warranty.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 5,602,638.34	Same	1 **
Michigan Paving & Materials Co.	\$ 5,998,777.70	Same	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

75076A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49455.

178. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808037
 PROJECT ST 30041-75210
 LOCAL AGRMT. 08-5271
 START DATE - OCTOBER 06, 2008
 COMPLETION DATE - MAY 01, 2010

ENG. EST.
 \$ 4,168,798.84

LOW BID
 \$ 4,472,661.81

% OVER/UNDER EST.
 7.29 %

0.90 mi of hot mix asphalt cold milling, resurfacing, and reconstruction including concrete curb and gutter, storm sewer, watermain, and sanitary sewer on M-99 (Broad Street) from Steamburg Road northerly to Bacon Street in the city of Hillsdale, Hillsdale County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 4,472,661.81	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 4,521,183.73	Same	2
Bailey Excavating, Inc.	\$ 4,550,856.30	Same	3
C & D Hughes, Inc.	\$ 4,645,562.13	Same	4
Pamar Enterprises, Inc.	\$ 4,785,680.85	Same	5
Michigan Paving & Materials Co.	\$ 4,889,850.14	Same	6
Balkema Excavating, Inc.	\$ 5,057,628.35	Same	7
Milbocker and Sons, Inc.	\$ 5,369,417.73	Same	8
Anderzack - Pitzen Construction	\$ 5,587,000.00	Same	9
Dunigan Brothers, Inc.			
3-S Construction, Inc.			
Robert Bailey Contractors, Inc.			
Nashville Construction Company			
Aggregate Industries-Central Region			
Peters Construction Co.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

75210A

Federal Highway Administration Funds	80.27 %
City of Hillsdale	12.15 %
State Restricted Trunkline Funds	7.58 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49242.

179.	LETTING OF AUGUST 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0808038	\$ 693,091.54	\$ 940,696.74
	PROJECT IM 11015-101908, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 02, 2008		
	COMPLETION DATE - NOVEMBER 22, 2008		35.72 %

Bridge rehabilitation on 4 bridges consisting of structural steel repairs, joint replacement, hot mix asphalt overlay, substructure repairs, and maintaining traffic on I-94 eastbound and westbound over Amtrak, on I-94 eastbound over CSX, and on US-12 over M-60, Berrien and Cass Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 940,696.74	Same	1 **
Anlaan Corporation	\$ 943,894.00	Same	2
Midwest Bridge Company	\$ 1,142,235.37	Same	3
L.W. Lamb, Inc.			
Posen Construction, Inc.			
Northern Indiana Construction Co.			
C. A. Hull Co., Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

101908A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
103127A		
State Restricted Trunkline Funds	100	%
M50811		
State Restricted Trunkline Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49117.

180.	LETTING OF AUGUST 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0808039	\$ 419,290.50	\$ 476,714.50
	PROJECT ST 25131-102021		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 27, 2009		
	COMPLETION DATE - JULY 01, 2009		13.70 %

Bridge rehabilitation consisting of structural steel repairs, partial painting, substructure repairs, and maintaining traffic on I-75 northbound and southbound over Cook Road, on I-75 under Fenton Road, and on M-24 over the abandoned CR Railroad located in the city of Flint, Genesee and Lapeer Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 476,714.50	Same	1 **
J. Slagter & Son Construction Co.	\$ 494,502.44	Same	2
Posen Construction, Inc.	\$ 582,264.06	Same	3
Midwest Bridge Company	\$ 586,600.69	Same	4
Abhe & Svoboda, Inc.			
McDowell Construction , L.L.C.			
Walter Toebe Construction Co.			
Jackson Steel Construction, Inc.			
Davis Construction, Inc.			
C. A. Hull Co., Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

102021A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48439.

181. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808040
 PROJECT BHI 39022-102147
 LOCAL AGRMT.
 START DATE - SEPTEMBER 03, 2008
 COMPLETION DATE - NOVEMBER 07, 2008

ENG. EST. \$ 345,207.68 \$ 345,402.08
 % OVER/UNDER EST. 0.06 %

Emergency bridge rehabilitation consisting of pin and hanger replacement, structural steel repairs, partial painting, substructure repairs, and maintaining traffic on I-94 under Sprinkle Road in the city of Kalamazoo, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 345,402.08	Same	1 **
Anlaan Corporation	\$ 358,801.25	Same	2
Midwest Bridge Company	\$ 378,396.35	Same	3
C. A. Hull Co., Inc.	\$ 378,911.75	Same	4
Jackson Steel Construction, Inc.	\$ 379,297.42	Same	5
L.W. Lamb, Inc.	\$ 422,211.50	Same	6
Abhe & Svoboda, Inc.	\$ 589,910.00	Same	7
Posen Construction, Inc.			

7 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

102147A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49001.

182. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808043 \$ ENG. EST. 88,868.77 \$ LOW BID 81,197.00
 PROJECT M 19022-100512
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 10, 2008 -8.63 %

Hot mix asphalt surfacing, earthwork, curb and gutter,
 pavement marking, signing, and slope restoration of existing
 gravel carpool lot at Grand River Avenue southeast of the
 M-100/I-96 interchange, Clinton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 81,197.00	Same	1 **
Youngstrom Contracting, Inc.	\$ 85,210.00	Same	2
Kamminga & Roodvoets, Inc.	\$ 85,906.25	Same	3
TCI Inc. of Michigan	\$ 86,366.99	Same	4
Davis Construction, Inc.	\$ 87,367.00	Same	5
Stein Construction Co., Inc.	\$ 87,480.00	Same	6
Nashville Construction Company	\$ 91,218.30	Same	7
C & D Hughes, Inc.	\$ 93,060.50	Same	8
Milbocker and Sons, Inc.	\$ 93,845.75	Same	9
Cadwell Brothers Construction	\$ 94,441.85	Same	10
American Asphalt, Inc.	\$ 95,000.00	Same	11
E.T. MacKenzie Company	\$ 96,062.00	Same	12
Tri-Valley Landscaping, Inc.	\$ 103,865.00	Same	13
Workman Contractors, Inc.			
Michigan Paving & Materials Co.			
ABC Paving Company			

13 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: To prolong the life of the carpool parking lot, this project consists of paving an existing gravel parking lot including earth excavation, placement of aggregate base, curb and gutter, embankment and turf establishment. Existing lot is in poor condition and has extensive soil erosion due to poor drainage.

Benefit: Paving this carpool parking lot will extend the life of the lot and reduce maintenance on the current gravel parking lot. The newly paved lot may also attract new carpoolers.

Funding Source:

100512A

State Restricted Trunkline Funds

100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The surrounding communities are anticipating the newly paved carpool parking lot. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Paving the existing lot will greatly reduce the initial maintenance costs for the carpool parking lot. Our customers will benefit greatly from the reduced dust, gravel, and debris that surface from the current carpool parking lot.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48822.

183. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808044
 PROJECT MRR 82151-102746
 LOCAL AGRMT. 08-5254
 START DATE - 5 days after award
 COMPLETION DATE - SEPTEMBER 26, 2008

ENG. EST.	LOW BID
\$ 476,115.13	\$ 462,211.45
% OVER/UNDER EST.	
	-2.92 %

0.09 mi of railroad approach reconstruction including watermain improvements on M-53 from East Davison Street to north of Buhr Street in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
DiPonio Contracting, Inc.	\$ 462,211.45	Same	1 **
Pamar Enterprises, Inc.	\$ 480,987.56	Same	2
DeAngelis Landscape, Inc.	\$ 484,975.00	Same	3
John Carlo, Inc.	\$ 502,891.20	Same	4
Peter A. Basile Sons, Inc.	\$ 509,423.47	Same	5
ABC Paving Company	\$ 524,433.36	Same	6
Angelo Iafrate Construction Company	\$ 543,199.10	Same	7
3-S Construction, Inc.	\$ 555,965.72	\$ 555,950.72	8
San Marino Excavating, Inc.	\$ 588,559.88	Same	9
Cadillac Asphalt, LLC.			
Ajax Paving Industries, Inc.			
Barrett Paving Materials, Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

102746A

Detroit Water and Sewer 30.96 %

State Restricted Trunkline Funds 69.04 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction of existing railroad crossing.

Zip Code: 48212.

184. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808046 ENG. EST. LOW BID
 \$ 558,991.16 \$ 544,949.60
 PROJECT ST 51021-103047
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 10 working days -2.51 %

4.68 mi of hot mix asphalt cold milling and resurfacing on M-55 from the Pine River easterly to west of M-37, Manistee and Wexford Counties. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 544,949.60	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 665,402.68	Same	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103047A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49689.

185. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808048 \$ ENG. EST. 161,049.25 \$ LOW BID 142,001.29
 PROJECT CMG 11031-102537
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 29, 2008
 COMPLETION DATE - MAY 16, 2009 -11.83 %

Traffic signal upgrading on M-139 at Nickerson Avenue,
 Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Severance Electric Co., Inc.	\$ 142,001.29	Same	1 **
Trans Tech Electric, L.P.	\$ 144,802.20	Same	2
J. Ranck Electric, Inc.	\$ 146,922.80	Same	3
J R Howell Airport Lighting LLC	\$ 159,745.89	Same	4
Wolverine Electrical Contracting	\$ 174,900.43	Same	5
Strain Electric Company	\$ 177,270.86	Same	6
DVT Electric, Inc			
Metropolitan Power & Lighting, Inc.			
Windemuller Electric, Inc.			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

102537A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

Selection: Low bid.

New Project Identification: Sign upgrade.

Zip Code: 49022.

186. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808049 \$ ENG. EST. LOW BID
 PROJECT CM 39031-100603 \$ 66,051.74 \$ 57,783.08
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 22, 2008
 COMPLETION DATE - OCTOBER 30, 2008 -12.52 %

Construction of a car pool parking lot on M-96 west of the village of Augusta, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 57,783.08	Same	1 **
Robert Bailey Contractors, Inc.	\$ 59,631.13	\$ 59,626.13	2
Nashville Construction Company	\$ 60,939.31	\$ 60,934.31	3
Davis Construction, Inc.	\$ 63,340.00	\$ 63,325.00	4
Hoffman Bros., Inc.	\$ 64,388.68	\$ 64,383.68	5
Milbocker and Sons, Inc.	\$ 64,636.94	Same	6
Balkema Excavating, Inc.	\$ 65,121.88	Same	7
Peters Construction Co.	\$ 65,477.98	\$ 65,447.98	8
Concord Excavating & Grading, Inc.	\$ 65,563.22	Same	9
Weick Bros., Inc.	\$ 65,895.76	\$ 65,890.76	10
Ron Meyer & Associates Excavating	\$ 68,622.08	Same	11
Brenner Excavating, Inc.	\$ 73,688.78	Same	12
Stein Construction Co., Inc.			
R. Smith & Sons Trucking, Inc.			
Northern Construction Services, Co.			
James E. Fulton & Sons, Inc			
Workman Contractors, Inc.			

12 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: To increase the capacity and encourage the use of the carpool lots. This project consists of the construction of a new car pool parking lot

Benefit: The newly constructed lot may attract new carpoolers.

Funding Source:

100603A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The surrounding communities are anticipating these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Our customers will benefit from the use of a car pool parking lot in this area.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 49012.

187.	LETTING OF AUGUST 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0808050	\$ 31,791.56	\$ 61,351.33
	PROJECT ST 29012-102022		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 09, 2008		
	COMPLETION DATE - SEPTEMBER 28, 2008		92.98 %

Structural steel beam repairs, substructure repairs and maintenance of traffic on M-46 over the Pine River and on US-127BR northbound over US-127 southbound, Gratiot and Isabella Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 61,351.33	Same	1 **
Anlaan Corporation	\$ 67,150.00	Same	2
Abhe & Svoboda, Inc.	\$ 74,910.00	Same	3
Midwest Bridge Company	\$ 86,492.96	Same	4
L.W. Lamb, Inc.	\$ 93,031.00	Same	5
Miller Development, Inc.			
Jackson Steel Construction, Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

102022A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48858.

188. LETTING OF AUGUST 01, 2008 ENG. EST. LOW BID
 PROPOSAL 0808051 \$ 3,475,354.14 \$ 3,519,461.00
 PROJECT NH 50052-100101
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 09, 2009
 COMPLETION DATE - OCTOBER 24, 2009 1.27 %

9.04 mi of hot mix asphalt cold milling and resurfacing, pavement repair, and sidewalk ramp upgrades on M-3 (Gratiot Avenue) from 14 Mile Road to Remick Drive and from Sandpiper Street to 23 Mile Road in the city of Mt. Clemens, Macomb County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 3,519,461.00	Same	1 **
Barrett Paving Materials, Inc.	\$ 3,628,822.23	Same	2
John Carlo, Inc.	\$ 3,911,500.79	Same	3
Ajax Paving Industries, Inc.	\$ 3,964,965.70	Same	4
Ace Asphalt & Paving Co.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

100101A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48035.

189. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808052 \$ ENG. EST. LOW BID
 PROJECT NH 38131-102964 \$ 887,781.84 \$ 899,332.71
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 02, 2008
 COMPLETION DATE - OCTOBER 03, 2008 1.30 %

5.69 mi of hot mix asphalt cold milling and single course overlay on US-127 southbound from Boardman Road northerly to north of Henry Road, Jackson County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 899,332.71	Same	1 **
Barrett Paving Materials, Inc.	\$ 935,399.46	Same	2
Michigan Paving & Materials Co.	\$ 996,902.23	Same	3
Rieth-Riley Construction Co., Inc.	\$ 1,051,982.19	Same	4

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

102964A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49201.

190. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808053 \$ ENG. EST. 339,992.09 \$ LOW BID 349,178.42
 PROJECT IM 17033-103757
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2008 2.70 %

0.05 mi of emergency culvert replacement, hot mix asphalt cold milling and resurfacing, pavement repair, soil erosion control, and restoration on I-75 northbound and southbound at Hutton Creek, Chippewa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 349,178.42	Same	1 **
Tri-County Excavating	\$ 398,696.42	Same	2
M & M Excavating Co., Inc.	\$ 439,104.21	Same	3
Fox Excavating, Inc.	\$ 574,146.50	Same	4
Norris Contracting, Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

103757A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49752.

191. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808054 ENG. EST. LOW BID
 \$ 150,125.60 \$ 125,194.17
 PROJECT M 63054-M70843
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008 -16.61 %

1.86 mi of drainage structure repair and cleanout, curb and gutter replacement on US-24 from M-15 northerly to Big Lake Road, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Big Foot Construction, LLC.	\$ 125,194.17	Same	1 **
Fenton Excavating & Construction	\$ 135,119.28	Same	2
Zito Construction Co.	\$ 144,607.15	Same	3
D.L.F. Trucking, Inc.			
DiPonio Contracting, Inc.			
ABC Paving Company			
Rohde Brothers Excavating, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M70843

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48346.

192. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808055 \$ ENG. EST. LOW BID
 PROJECT MRR 14062-103564 \$ 59,762.31 \$ 94,030.40
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 08, 2008
 COMPLETION DATE - OCTOBER 10, 2008 57.34 %

0.05 mi of railroad crossing, hot mix asphalt cold milling removal and resurfacing on M-60 at Canadian National Railway in the village of Cassopolis, Cass County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 94,030.40	Same	1 **
Aggregate Industries-Central Region	\$ 96,893.60	Same	2
Michigan Paving & Materials Co.	\$ 98,460.00	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

103564A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction of existing railroad crossing.

Zip Code: 49031.

193. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808056
 PROJECT M 38103-M60833
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 10, 2008

ENG. EST. \$ 153,884.26 \$
 LOW BID \$ 193,791.50
 % OVER/UNDER EST. 25.93 %

9.68 mi of concrete pavement repairs, cold milling and hot mix asphalt resurfacing on I-94 eastbound from west of Sargent Road to the Jackson/Washtenaw County line, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 193,791.50	Same	1 **
Kelcris Corporation	\$ 196,099.65	Same	2
Michigan Paving & Materials Co.	\$ 204,497.65	Same	3
Barrett Paving Materials, Inc.	\$ 214,408.10	Same	4
Ajax Paving Industries, Inc.	\$ 231,497.25	Same	5
Snowden, Inc.			
Aggregate Industries-Central Region			
Rieth-Riley Construction Co., Inc.			
Florence Cement Company			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M60833

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49201.

194. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808057
 PROJECT EDA 50011-103844
 LOCAL AGRMT.
 START DATE - SEPTEMBER 02, 2008
 COMPLETION DATE - NOVEMBER 22, 2008

ENG. EST. \$ 1,648,550.15
 LOW BID \$ 1,432,048.88
 % OVER/UNDER EST. -13.13 %

3.26 mi of hot mix asphalt cold milling, patching, resurfacing, and pavement marking on M-53 from 15 Mile Road to 18 Mile Road in the city of Sterling Heights, Macomb County.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 1,432,048.88	Same	1 **
John Carlo, Inc.	\$ 1,808,611.93	Same	2
Cadillac Asphalt, LLC.	\$ 1,878,992.25	Same	3
Barrett Paving Materials, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business: The pavement on Van Dyke (M-53) from 15 Mile Road to 18 Mile Road is in very poor condition. The Michigan Department of transportation, with separate funding, will be doing base repairs to those sections of Van Dyke that are determined to be in worst shape. This project is to then overlay with two inches of asphalt over the entire stretch of Van Dyke from 15 Mile Road to 18 Mile Road. British Aerospace and Marconi Electronic (BAE) Systems is a global company engaged in the development, delivery and support of advance defense and aerospace systems in the air, on the land and at sea. BAE will be constructing a \$58 million state of the art engineering center to expand its Land and Armaments Operating Group in Sterling Heights, Michigan. BAE Systems considered this expansion at several of its other U.S. operations including California, Pennsylvania and Alabama. BAE has chosen to expand its operations in Sterling Heights because of its close proximity to our main customer, the Tank Automotive Command Center in Warren, Michigan. The Ford Motor Company has invested \$105 million into retooling the Van Dyke Transmission Plant in Sterling Heights, Michigan to produce a new 6 speed automatic transmission for front wheel drive applications. The investment could have been made in their Sharonville, Ohio transmission plant which manufactures the gears for the transmission. Ford decided to invest in Sterling Heights, and retain 325 jobs with the understanding that the roads surrounding the plant (specifically Van Dyke), which are in bad condition, would be improved. Employees, partners and, customers of BAE and the Van Dyke Transmission Plant will traverse Van Dyke on a fairly consistent basis. It is of utmost importance that the Van Dyke corridor infrastructure be improved and reflect the State's commitment to retain existing industry and attracting new industry to Michigan.

Benefit: Resurfacing the pavement will provide a smoother driving surface and allow improved access to local area businesses and specifically the employees, partners, customers of BAE, and the Van Dyke Transmission Plant. The initial maintenance costs will be reduced within the project limits. There should be a significant economic benefit to the area with the safer and improved traffic flow.

Funding Source:

103844A

State Restricted Trunkline Funds	87.50 %
City of Sterling Heights	12.50 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the communities and businesses in the Sterling Heights metropolitan area may be compromised. They are anticipating the completion of this project as announced to support the economy of the area. BAE Systems and Ford Motor Company have invested over \$160 million in facilities along the Van Dyke corridor with the anticipation of the roads accessing their buildings being upgraded. The State's commitment to retain existing industry and attracting new industry to Michigan may be compromised.

Cost Reduction: With the reconstruction of this infrastructure, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs and related safety improvements.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48313.

195. LETTING OF AUGUST 01, 2008	ENG. EST.	LOW BID
PROPOSAL 0808058	\$ 141,370.00	\$ 192,087.00
PROJECT M 27021-M10801		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 26, 2008		35.88 %

0.26 mi of cold milling, hot mix asphalt resurfacing, and drainage structure repairs on US-2 at the intersections of US-2BR, Lake Street, and Luxmore Street in the city of Ironwood, Gogebic County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Angelo Luppino, Inc.	\$ 192,087.00	Same	1 **
Mathy Construction Company	\$ 200,712.40	Same	2
Bacco Construction Company			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M10801

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49938.

196. LETTING OF AUGUST 01, 2008 ENG. EST. LOW BID
 PROPOSAL 0808059 \$ 524,111.30 \$ 455,694.78
 PROJECT M 82062-M70880
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008 -13.05 %

0.94 mi of hot mix asphalt repair for concrete pavement and permanent pavement markings on US-12 from Washington Street to Brady Road in the city of Dearborn, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 455,694.78	Same	1 **
Cadillac Asphalt, LLC.	\$ 632,343.78	Same	2
Barrett Paving Materials, Inc.	\$ 650,743.78	Same	3
Lois Kay Contracting Co.	\$ 682,694.20	Same	4

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M70880

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48124.

197. LETTING OF AUGUST 01, 2008 ENG. EST. LOW BID
 PROPOSAL 0808060 \$ 81,230.77 \$ 73,002.00
 PROJECT M 27041-M10802
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008 -10.13 %

3.16 mi of guardrail replacement on M-28 from the city of Wakefield easterly to Jackson Creek, Gogebic County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 73,002.00	Same	1 **
Highway Landscapers Inc.	\$ 78,877.00	Same	2
Tri-Valley Landscaping, Inc.	\$ 97,561.00	Same	3
J & J Contracting, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M10802

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Zip Code: 49968.

0.84 mi of concrete cold milling, hot mix asphalt overlay using separator layer and pavement repairs on I-696 eastbound Service Drive from west of Couzens Avenue to Dequindre Road, on I-696 eastbound ramp to I-696 eastbound Service Drive and on I-696 eastbound Service Drive ramp to southbound Dequindre Road in the city of Madison Heights, Oakland County.

3 Bidders

Zip Code: 48329.

199. LETTING OF AUGUST 08, 2008
 PROPOSAL 0808245
 PROJECT ST 41051-102912
 LOCAL AGRMT.
 START DATE - SEPTEMBER 08, 2008
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST.
 \$ 1,572,764.36

LOW BID
 \$ 1,772,776.35

% OVER/UNDER EST.
 12.72 %

5.44 mi of hot mix asphalt cold milling, resurfacing and signal loop replacement on M-44 from I-96 northerly to north of 3 Mile Road; on the I-96/M-44 interchange ramps C and E, and on M-121 from east of 48th Street easterly to east of School Street in the cities of Grand Rapids and Hudsonville, Kent and Ottawa Counties. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,772,776.35	Same	1 **
Michigan Paving & Materials Co.	\$ 1,885,268.80	Same	2
Aggregate Industries-Central Region			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

102912A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49525.

200. LETTING OF AUGUST 08, 2008
 PROPOSAL 0808603 \$ ENG. EST. 62,129.84 \$ LOW BID 83,324.25
 PROJECT M 31021-M10850
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 7 working days 34.11 %

Culvert replacement on M-28 1 mile east of Kenton,
 Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
MD Contracting, Inc.	\$ 83,324.25	Same	1 **
Yalmer Mattila Contracting, Inc.	\$ 90,439.95	Same	2
Bacco Construction Company	\$ 94,270.70	Same	3
Payne & Dolan, Inc.	\$ 102,642.25	Same	4
A. Lindberg & Sons, Inc.	\$ 187,172.00	Same	5

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M10850

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49967.

LOCAL PROJECTS

201. LETTING OF JULY 11, 2008
 PROPOSAL 0807063 \$ 121,291.50 \$ 155,312.24
 PROJECT STH 39609-103128
 LOCAL AGRMT. 08-5287 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2008 28.05 %

0.17 mi of hot mix asphalt cold milling, surfacing and widening for passing flare, trenching, aggregate base, drainage improvements and safety upgrades on Ravine Road at Squires Road, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Robert Bailey Contractors, Inc.	\$ 155,313.00	\$ 155,312.24	1 **
Brenner Excavating, Inc.	\$ 160,980.95	Same	2
Nashville Construction Company	\$ 165,733.21	Same	3
R. Smith & Sons Trucking, Inc.	\$ 177,575.75	Same	4
Peters Construction Co.	\$ 180,000.00	Same	5
Hoffman Bros., Inc.	\$ 183,794.82	Same	6
Northern Construction Services, Co.	\$ 187,589.45	Same	7
Balkema Excavating, Inc.			
Aggregate Industries-Central Region			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

103128A

Kalamazoo County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 49006.

Purpose/Business Case: The project is for improving the network of highway services essential to economic competitiveness. This project was selected by the Office of Economic Development and Enhancement as defined in current legislation.

Benefit: By awarding this project, the economic development and/or re-development of this particular geographic area is enhanced by helping support private initiatives that create or retain jobs.

Funding Source:

103042A		
State Restricted Trunkline Funds	100	%
103059A		
Village of Jonesville	41.17	%
State Restricted Trunkline Funds	58.83	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the state would potentially lose industry and jobs to another state or territory.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49243.

203.	LETTING OF AUGUST 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0808004	\$ 560,000.00	\$ 318,303.00
	PROJECT CM 33400-102208		
	LOCAL AGRMT. 08-5292		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2008		-43.16 %

1.17 mi of non-motorized pathway construction including tree removal, earthwork, and hot mix asphalt between Willoughby Road and Holt Road along Depot Street, Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Youngstrom Contracting, Inc.	\$ 318,303.00	Same	1 **
Milbocker and Sons, Inc.	\$ 322,810.44	Same	2
Cadwell Brothers Construction	\$ 336,036.55	Same	3
Hoffman Bros., Inc.	\$ 359,255.59	Same	4
Commerce Construction & Landscaping	\$ 368,842.68	Same	5
Nashville Construction Company	\$ 372,313.98	Same	6
C & D Hughes, Inc.	\$ 375,040.70	Same	7
Eastlund Concrete Construction	\$ 384,714.76	\$ 383,914.76	8
E.T. MacKenzie Company	\$ 409,474.00	Same	9
Burkett Excavating	\$ 450,153.69	Same	10
Aggregate Industries-Central Region	\$ 454,052.00	Same	11
TCI Inc. of Michigan	\$ 467,004.36	Same	12
Tom's Advanced Paving Company	\$ 505,280.66	Same	13
Concord Excavating & Grading, Inc.	\$ 537,825.13	Same	14
San Marino Excavating, Inc.	\$ 548,687.95	\$ 548,607.95	15
Novak Construction			

15 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102208A

Ingham County	20.96 %
Federal Highway Administration Funds	79.04 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48842.

204. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808005
 PROJECT EDDF 26555-47293
 LOCAL AGRMT. 08-5277
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 24, 2008

ENG. EST.
 \$ 434,330.00

LOW BID
 \$ 402,878.60

% OVER/UNDER EST.
 -7.24 %

1.03 mi of hot mix asphalt resurfacing, trenching, crushing and shaping, aggregate shoulders, and slope restoration on Round Lake Road from north of Dutcher Road northerly to north of Grass Lake Road, Gladwin County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving & Contracting Co.	\$ 402,878.60	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 408,884.98	Same	2
Central Asphalt, Inc.	\$ 414,624.13	Same	3
Rieth-Riley Construction Co., Inc.	\$ 462,882.16	Same	4
D.J. McQuestion & Sons, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

47293A

Federal Highway Administration Funds	80.00 %
State Restricted Economic Development Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.
Selection: Low bid.
Zip Code: 48624.

205.	LETTING OF AUGUST 01, 2008		ENG. EST.		LOW BID
	PROPOSAL 0808006	\$	262,280.00	\$	285,525.64
	PROJECT STH 70609-100376				
	LOCAL AGRMT. 08-5290				% OVER/UNDER EST.
	START DATE - 10 days after award				
	COMPLETION DATE - JANUARY 31, 2009				8.86 %

Traffic and pedestrian signal installation including sidewalk ramp upgrades on Columbia Avenue at 7th Street and at 9th Street in the city of Holland, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 285,525.64	Same	1 **
DVT Electric, Inc	\$ 287,927.50	Same	2
J. Ranck Electric, Inc.	\$ 307,848.24	Same	3
J R Howell Airport Lighting LLC	\$ 332,549.63	Same	4
Windemuller Electric, Inc.	\$ 361,898.30	Same	5
Severance Electric Co., Inc.			
Trans Tech Electric, L.P.			
Metropolitan Power & Lighting, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100376A

Federal Highway Administration Funds	74.80 %
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City of Holland	25.20 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49423.

206. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808007 \$ ENG. EST. 199,123.75 \$ LOW BID 238,447.92
 PROJECT EDDF 51555-82860
 LOCAL AGRMT. 08-5291 % OVER/UNDER EST.
 START DATE - SEPTEMBER 08, 2008
 COMPLETION DATE - 5 working days 19.75 %

1.15 mi of hot mix asphalt resurfacing, aggregate shoulders, slope restoration, and pavement marking on Coates Highway from west of Graf Road easterly to High Bridge Road, Manistee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 238,447.92	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 243,728.18	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

82860A	
Manistee County	20.00 %
Federal Highway Administration Funds	55.00 %
State Restricted Economic Development Funds	25.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49619.

207. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808008 \$ ENG. EST. 177,430.42 \$ LOW BID 195,637.38
 PROJECT EDDF 49555-84638
 LOCAL AGRMT. 08-5288 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2008 10.26 %

1.20 mi of hot mix asphalt paving, aggregate shoulders, and
 pavement marking on Sandtown Road from M-117 westerly,
 Mackinac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 195,637.38	Same	1 **
Bacco Construction Company	\$ 223,200.02	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

84638A	
Mackinac County	4.82 %
Federal Highway Administration Funds	42.17 %
State Restricted Trunkline Funds	53.01 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49827.

208. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808016
 PROJECT EDFD 61566-84367
 LOCAL AGRMT. 08-5270
 START DATE - 10 days after award
 COMPLETION DATE - 25 working days

ENG. EST.	LOW BID
\$ 781,470.40	\$ 858,777.70
% OVER/UNDER EST.	
	9.89 %

2.79 mi of hot mix asphalt resurfacing and rehabilitation including base crushing and shaping, cold milling, base conditioning, shoulders, hot mix asphalt paving and pavement markings on Dangl Road from Airline Highway to Heights Ravenna Road, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 858,777.70	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 858,960.00	Same	2
Aggregate Industries-Central Region	\$ 1,074,126.70	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

84367A

Muskegon County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49415.

209. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808017
 PROJECT STU 82457-103465
 LOCAL AGRMT. 08-5296
 START DATE - 10 days after award
 COMPLETION DATE - 25 working days

ENG. EST.	LOW BID
\$ 345,829.50	\$ 439,514.56
% OVER/UNDER EST.	
	27.09 %

0.43 mi of hot mix asphalt road rehabilitation including pulverizing and recycling bituminous base, concrete pavement, curb, and gutter repairs, concrete sidewalk ramps, hot mix asphalt paving and pavement markings on Warren Road from Morton-Taylor Road to Lilley Road in the township of Canton, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 439,514.56	Same	1 **
Cadillac Asphalt, LLC.	\$ 443,356.89	Same	2
Barrett Paving Materials, Inc.			
ABC Paving Company			
Florence Cement Company			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103465A	
Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

Zip Code: 48187.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103453A

Muskegon County	18.15 %
Federal Highway Administration Funds	81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49441.

211.	LETTING OF AUGUST 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0808019	\$ 133,420.50	\$ 128,751.85
	PROJECT STUL 11410-50114		
	LOCAL AGRMT. 08-5293		% OVER/UNDER EST.
	START DATE - SEPTEMBER 02, 2008		
	COMPLETION DATE - OCTOBER 10, 2008		-3.50 %

0.15 mi of hot mix asphalt cold milling and resurfacing, concrete curb and gutter, sidewalks, and ADA ramp work, and drainage structure adjustments on West Front Street from South Oak Street to Red Bud Trail in the city of Buchanan, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 128,751.85	Same	1 **
Northern Construction Services, Co.	\$ 129,426.85	Same	2
Eastlund Concrete Construction	\$ 145,830.53	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

50114A

City of Buchanan	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49107.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48161.

213. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808031 \$ ENG. EST. 292,302.48 \$ LOW BID 258,099.70
 PROJECT STE 50111-88060
 LOCAL AGRMT. 08-5305 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2010 -11.70 %

0.20 mi of concrete paving, brick paving, and landscaping on
 Harper Avenue at the intersections of Eight Mile Road,
 Eleven Mile Road, and Fourteen Mile Road in the city of St.
 Clair Shores, Macomb County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tri-Valley Landscaping, Inc.	\$ 258,099.70	Same	1 **
Warren Contractors and Development	\$ 405,010.50	Same	2
Big Foot Construction, LLC.	\$ 558,350.50	Same	3
Peter A. Basile Sons, Inc.			
Posen Construction, Inc.			
Major Cement Company			
D.L.F. Trucking, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

88060A

Federal Highway Administration Funds	70.00 %
(Transportation Enhancement Funds)	
City of St. Clair Shores	30.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 48080.

214. LETTING OF AUGUST 01, 2008
 PROPOSAL 0808032 \$ ENG. EST. 225,313.53 \$ LOW BID 277,889.65
 PROJECT STH 80609-102127
 LOCAL AGRMT. 08-5310 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008 23.33 %

0.38 mi of widening for turn lanes including shoulder trenching, aggregate base, hot mix asphalt, curb and gutter, drainage improvements, permanent signing, and pavement markings on Red Arrow Highway at County Road 657 and 28th Street, Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 277,889.65	Same	1 **
Aggregate Industries-Central Region	\$ 287,479.65	Same	2
Rieth-Riley Construction Co., Inc.	\$ 298,299.30	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102127A	
Van Buren County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48164.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

87653A

Federal Highway Administration Funds	72.00 %
(Transportation Enhancement Funds)	
City of Vassar	28.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 48768.

217. LETTING OF AUGUST 08, 2008	ENG. EST.	LOW BID
PROPOSAL 0808230	\$ 694,340.00	\$ 761,550.00
PROJECT STE 78061-83650		
LOCAL AGRMT. 08-5304		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - NOVEMBER 05, 2008		9.68 %

0.05 mi of historic bridge rehabilitation including roof, deck, trusses, and approaches on Covered Bridge Road at Schweitzer Road over the St. Joseph River in the village of Centreville, St. Joseph County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 761,550.00	Same	1 **
L.W. Lamb, Inc.			
Milbocker and Sons, Inc.			
Midwest Bridge Company			

1 Bidder

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

83650A

St Joseph County	21.00 %
Federal Highway Administration Funds	79.00 %

(Transportation Enhancement Funds)

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 49032.

FREIGHT SERVICES

218. LETTING OF AUGUST 08, 2008	ENG. EST.	LOW BID
PROPOSAL 0808602	\$ 200,000.00	\$ 187,976.40
PROJECT AO 81008-104084		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - OCTOBER 31, 2008		-6.01 %

Replacement of culverts at four locations on state-owned railway operated by the Great Lakes Central Railroad, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Douglas N. Higgins, Inc.	\$ 187,976.40	Same	1 **
Washtenaw Inc. Maintenance Service	\$ 195,289.40	Same	2
Fonson, Inc.	\$ 208,583.00	Same	3
E.T. MacKenzie Company			

3 Bidders

Criticality: The failure of the culverts would shut down rail service to shippers on the line and threaten the safety of train crews.

Purpose/Business Case: The failing culverts pose a significant threat to the integrity of the track structure. The failure of the culverts would shut down rail service to shippers on the line and threaten the safety of train crews.

Benefit: Undertaking this project will preserve state property, keep the track in service, and maintain safe rail operations.

Funding Source:

104084

State Restricted Trunkline Funds 100 %
(Restricted Comprehensive Transportation Funds)

Commitment Level: The contract final cost will be based on actual quantities and unit bid prices. Even though the contract cost is not fixed, cost containment practices and past experience will keep cost to a minimum.

Risk Assessment: If the project is not undertaken, a derailment is possible with injury and/or loss of life, destruction of equipment, and stoppage of rail service.

Cost Reduction: This work was competitively bid, lowers operating and maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48107.

EXTRAS

219. Extra 2008 - 117

Control Section/Job Number: 63081-51492 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: HNTB, Inc.
Engineer's Estimate: \$54,369,193.18

Description of Project:

5.00 miles of freeway reconstruction, ramp reconstruction, service drive reconstruction, 12 bridge rehabilitations, retaining wall rehabilitation, sign replacements, freeway lighting replacement, and landscaping on M-10, Greenfield Road to Lahser Road, in the cities of Southfield and Detroit, Oakland and Wayne Counties. This project includes a 5-year materials, workmanship pavement warranty, and a 2-year bridge painting warranty.

Administrative Board Approval Date:	December 12, 2006	
Contract Date:	January 12, 2007	
Original Contract Amount:	\$52,562,237.73	
Total of Overruns/Changes (Approved to Date):	1,953,260.15	+ 3.72%
Total of Extras/Adjustments (Approved to Date):	3,522,002.32	+ 6.70%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>9,733.71</u>	<u>+ 0.02%</u>
Revised Total	<u>\$58,047,233.91</u>	+ 10.44%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.42% over the original budget for an **Authorized to Date Amount** of \$58,037,500.20.

Approval of this extra will place the authorized status of the contract 10.44% or \$5,484,996.18 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-99	5, 7 r. 1	\$609,881.30	08/07/07
2007-133	18	\$170,000.00	09/18/07
2007-150	15	\$403,888.76	10/02/07
2007-152	14 r. 1	\$472,454.00	10/16/07
2007-159	29	\$190,000.00	11/06/07
2008-060	46 r. 2	\$110,239.79	04/15/08
2008-081	43	\$339,477.16	06/03/08

Contract Modification Number(s): 53 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 53

D02, Rem, Existing Wall

1.000 LS @ \$9,733.71/LS

\$9,733.71

Total

\$9,733.71

Reason(s) for Extra(s)/Adjustment(s):

CM 53

To complete the work on the pump house, an existing wall needed to be removed. The engineer directed the contractor to remove the wall. The extra cost for D02, Rem, Existing Wall is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on August 19, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 18.71%; City of Southfield, 1.07%; City of Detroit, 0.22%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48075.

220. **Extra 2008 - 118**

Control Section/Job Number: 44011-55908 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: D.J. McQuestion & Sons, Inc.
17708 18 Mile Road
Leroy, MI 49655

Designed By: MDOT
Engineer's Estimate: \$21,297,399.57

Description of Project:

4.51 miles of reconstruction of existing 2 lane road to a 4 lane boulevard on M-24 from Pratt Road northerly to the I-69/M-24 interchange, Lapeer County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	February 21, 2006	
Contract Date:	March 21, 2006	
Original Contract Amount:	\$20,192,147.97	
Total of Overruns/Changes (Approved to Date):	976,893.81	+ 4.84%
Total of Extras/Adjustments (Approved to Date):	285,712.84	+ 1.41%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>175,000.32</u>	<u>+ 0.87%</u>
Revised Total	<u>\$21,629,754.94</u>	+ 7.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.25% over the original budget for an **Authorized to Date Amount** of \$21,454,754.62.

Approval of this extra will place the authorized status of the contract 7.12% or \$1,437,606.97 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 20

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 20

Steel Casing Pipe, 42", Jacked in Place
Total

352.000 Ft @ \$497.16/Ft

\$175,000.32
\$175,000.32

Reason(s) for Extra(s)/Adjustment(s):**CM 20**

This item is being added to the project, as recommended by the Hydraulics Unit, to correct the issue of erosive velocities leaving the right-of-way and contributing to erosion on adjacent property. The existing 30 inch culvert was found to be too small; therefore, two additional culverts will be installed near the existing culvert to reduce the amount of water flowing through the single culvert. The engineer directed the contractor to install the new culverts. The extra cost for Steel Casing Pipe, 42", Jacked in Place was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on August 19, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48446.

221. **Extra 2008 - 119**

Control Section/Job Number:	82194-37795	MDOT Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	MDOT	
Engineer's Estimate:	\$165,313,031.32	

Description of Project:

2.66 miles of concrete road reconstruction, 3.00 miles of retaining wall construction and 24 structure rehabilitations on I-75 from Clark Street to 14th Street and on I-96 from I-75 to south of Martin Luther King Boulevard in the city of Detroit, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

Administrative Board Approval Date:	June 19, 2007	
Contract Date:	June 27, 2007	
Original Contract Amount:	\$168,520,599.30	
Total of Overruns/Changes (Approved to Date):	3,305,927.75	+ 1.96%
Total of Extras/Adjustments (Approved to Date):	1,969,288.69	+ 1.17%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>153,118.99</u>	<u>+ 0.09%</u>
Revised Total	<u>\$173,948,934.73</u>	+ 3.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.13% over the original budget for an **Authorized to Date Amount** of \$173,795,815.74.

Approval of this extra will place the authorized status of the contract 3.22% or \$5,428,335.43 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-181	5	\$1,134,246.61	12/04/07

Contract Modification Number(s): 26 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 26

Manhole and encased Conduit Construction Porter and St. Ann	<u>\$153,118.99</u>
Total	<u>\$153,118.99</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 26

The contract documents directed the contractor to install a Public Lighting Department (PLD) corner manhole on Saint Ann Street north of Porter Street (M.H. 9331), and two PLD corner manholes on Porter Street east of Saint Ann Street (M.H. 9332 and M.H. 9382). The contract documents also indicate that an encased duct bank, containing 12-5 inch lines, be placed between manhole 9332 and manhole 9331. The project drawings indicate that there is an existing gas main, water main, and two PLD duct banks within the limits of the intersection. After the intersection was exposed, an additional PLD duct bank, gas main and two storm sewers were encountered. All of the utilities were in conflict with the proposed manholes and duct bank.

The engineer directed the contractor to hand tunnel on Saint Ann Street to fit the duct bank between existing utilities, and pour in place modified manholes on Saint Ann and Porter Streets to fit them into the intersection with the existing utilities. The extra cost for Manhole and encased Conduit Construction Porter and St. Ann was negotiated per Section 103.04 and 103.03 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the time, equipment and materials necessary to complete the items.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on August 19, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 89.88%; State Restricted Trunkline, 8.86%; Detroit International Bridge Company, 0.13%; City of Detroit, 1.13%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48216.

222. **Extra 2008 - 120**

Control Section/Job Number: 84912-101279 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: P.K. Contracting, Inc.
1965 Barrett
Troy, MI 48084

Designed By: MDOT
Engineer's Estimate: \$882,574.41

Description of Project:

Application of permanent pavement markings including longitudinal and special markings, shoulder and centerline corrugations on various state trunkline routes, Cheboygan, Crawford, Emmet, Ogemaw, Otsego, and Roscommon Counties.

Administrative Board Approval Date:	April 1, 2008	
Contract Date:	April 24, 2008	
Original Contract Amount:	\$958,767.78	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	6,000.00	+ 0.63%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>66,590.00</u>	<u>+ 6.95%</u>
Revised Total	<u>\$1,031,357.78</u>	+ 7.58%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.63% over the original budget for an **Authorized to Date Amount** of \$964,767.78.

Approval of this extra will place the authorized status of the contract 7.58% or \$72,590.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Mobilization for Shoulder Corrugations	1.000 LS @ \$26,500.00/LS	\$26,500.00
Shoulder Corrugations, Ground or Cut, HMA	211,000.000 Ft @ \$0.19/Ft	<u>40,090.00</u>
Total		<u>\$66,590.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 2

As part of a previous project in 2006, the existing rumble strips were partially filled in with micro-surfacing material. The decision to partially fill the existing rumble strips was made based on the recommendation of the region pavement engineer as a trial method of maintaining the shoulder as part of a micro-surfacing project. During a recent review of the rumble strips, it was determined that they needed to be re-established to their original depth. The extra cost for Mobilization for Shoulder Corrugations and Shoulder Corrugations, Ground or Cut, HMA was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on August 19, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49738.

223. **Extra 2008 - 121**

Control Section/Job Number: 82102-45711 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: John Carlo, Inc.
45000 River Ridge Drive, Suite 200
Clinton Twp., MI 48038

Designed By: Bergmann Associates, Inc.
Engineer's Estimate: \$34,459,282.80

Description of Project:

3.85 miles of freeway and ramp reconstruction and 10 structure rehabilitations on M-14 from the Wayne/Washtenaw County line easterly to Sheldon Road, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 9, 2006	
Original Contract Amount:	\$26,918,210.62	
Total of Overruns/Changes (Approved to Date):	(1,133,437.46)	- 4.21%
Total of Extras/Adjustments (Approved to Date):	2,279,495.96	+ 8.47%
Total of Negative Adjustments (Approved to Date):	(164,134.04)	- 0.61%
THIS REQUEST	<u>60,050.82</u>	+ <u>0.22%</u>
Revised Total	<u>\$27,960,185.90</u>	+ 3.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.65% over the original budget for an **Authorized to Date Amount** of \$27,900,135.08.

Approval of this extra will place the authorized status of the contract 3.87% or \$1,041,975.28 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-151	17 r. 3, 35 r. 1	\$1,829,960.88	10/02/07
2007-172	40 r. 1, 41	\$232,771.23	11/06/07
2008-016	42 r. 1	\$8,466.29	02/05/08
2008-076	51, 53	\$48,410.79	5/20/08
2008-084	52 r. 1, 54, 55	\$64,694.21	06/03/08

Contract Modification Number(s): 56, 58, 59, 60 r. 1, 61, 62 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 56		
VE Proposal 1 Budgetary Mod		\$9,603.70
Total		<u>\$9,603.70</u>
CM 58		
Remove and Replace Culvert at Sta 344+00	1.000 Ea @ \$1,395.15/Ea	\$1,395.15
Total		<u>\$1,395.15</u>
CM 59		
Spillway Preparation at Beck Road	1.000 LS @ \$971.89/LS	\$971.89
Total		<u>\$971.89</u>
CM 60		
Sheldon Slopes 4G Repairs	1.000 LS @ \$45,880.99/LS	\$45,880.99
Total		<u>\$45,880.99</u>
CM 61		
Move TCB for Wide Load	1.000 LS @ \$699.09/LS	\$699.09
Total		<u>\$699.09</u>
CM 62		
Fdn, Cantilever, Rem	1.000 Ea @ \$1,500.00/Ea	\$1,500.00
Total		<u>\$1,500.00</u>
Grand Total		<u>\$60,050.82</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 56

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the Supplemental Specification for VECP as contained in the project proposal. The VECP was submitted with a decrease in contract work of \$96,037. The contractor is to receive one-half net savings; this item was originally set up on contract modification 3, as a budget amount, this contract modification will authorize payment for the balance of the VECP.

The VECP proposed that the crossovers for ramps A and C and ramps B and D could be combined. The cost for VE Proposal 1 Budgetary Mod was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for Value Engineering Change Proposal. The cost was deemed reasonable as a part of a VECP review.

CM 58

The contractor started to place a culvert as shown on the plans. After 88 feet of the culvert was placed, it was determined that the culvert would be too low. The engineer directed the contractor to raise the culvert to the correct elevation. The extra cost for Remove and Replace Culvert at Sta 344+00 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 59

To facilitate better drainage along the west side of Beck Road, the engineer directed the contractor to install a spillway at the end of a curb run at the top of the ramp. The pay item for the spillway was set up for other locations but the curb removal and grading for the spillway were not. The extra cost for Spillway Preparation at Beck Road is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 60

Due to slope seepage, the previously restored slopes east of Sheldon Road on westbound M-14 washed out. With the assistance of Construction and Technology, the banks were inspected and it was determined that bank drains needed to be installed to prevent seepage. To control the seepage, a cross section of geotextile blanket, 8 inches of open graded drainage course, and 12 inches, minimum, of granular class II materials covered with topsoil would be the ideal solution to prevent future problems. The extra cost for Sheldon Slopes 4G Repairs is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 61

On April 21, 2006, a wide-load vehicle became wedged between the temporary concrete barrier wall and the bridge underneath the Northville Road on M-14. Traffic was stopped completely on the freeway, causing major backups. The engineer directed the contractor to move the temporary concrete barrier wall so the load could be moved and backed-up traffic could move again. The extra cost for Move TCB for Wide Load is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 62

An existing cantilever foundation was encountered that was required to be removed in a different contract. The removal of the foundation was supposed to be coordinated with this contract as noted in the unbundling coordination clause in the proposal. The contractor did not coordinate the removal with the other contractor so the engineer directed the contractor to remove the foundation under this contract. Force account records were kept on the removal to verify the actual cost, but the engineer would not compensate the contractor above the cost that would have been paid under the other contract. The extra cost for Fdn, Cantilever, Rem is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on August 19, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

224. **Extra 2008 - 131**

Control Section/Job Number: 82457-52174 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras. This project also has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Spalding DeDecker Associates, Inc.
Ayres, Lewis, Norris & May, Inc.

Engineer's Estimate: \$10,335,376.80

Description of Project:

0.74 kilometers of railroad grade separation and concrete pavement reconstruction, drainage improvements, water main relocations, pump house construction, 2 span steel I beam bridge, and pavement markings on Sheldon Road from 120 meters south of Nantucket to 100 meters north of M-14 overpass in the City of Plymouth, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$10,170,387.92	
Total of Overruns/Changes (Approved to Date):	794.40	+ 0.01%
Total of Extras/Adjustments (Approved to Date):	949,827.75	+ 9.34%
Total of Negative Adjustments (Approved to Date):	(3,285.00)	- 0.03%
THIS REQUEST	<u>1,392,435.00</u>	+ <u>13.69%</u>
Revised Total	<u>\$12,510,150.07</u>	+ 23.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.31% over the original budget for an **Authorized to Date Amount** of \$11,117,725.07.

Approval of this extra will place the authorized status of the contract 23.01% or \$2,333,772.15 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-85	7	\$350,000.00	06/05/07
2007-148	8	\$350,000.00	10/02/07
2008-113	12, 13, 14 r. 3, 15 r. 2, 16, 17, 18, 19, 20 r. 1, 21	\$160,381.83	08/05/08

Contract Modification Number(s): 33

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 33

Project Acceleration	1.000 LS @ \$1,392,435.00/LS	<u>\$1,392,435.00</u>
Total		<u>\$1,392,435.00</u>
Grand Total		<u>\$1,392,435.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 33

The project was originally set up to be completed by November of 2008. Due to various issues, including the discovery of contaminated soil and numerous utility conflicts, the project has been extended until mid 2009. The contaminated soil was originally set up as a miscellaneous quantity of 100 cubic meters; to date over 10,300 cubic meters have been removed. The project also has had numerous utility conflicts, with two major conflicts being with DTE lines and AT&T lines. These utility delays have accounted for approximately 236 days of delay on the project. Wayne County's legal department is reviewing all of the delays on the project to determine if any cost can be recovered from other entities.

Due to the delays on the project the contractor has submitted records, and the engineer has reviewed them, detailing the cost of idle equipment, increases in both labor and material costs and extended use of traffic control devices. The contractor submitted cost for the delays totaling \$932,147. The engineer requested that the contractor submit what it would cost to expedite the Sheldon Road portion of the work so it could be open to traffic by November 26, 2008 and complete the entire project by June 15, 2009. The contractor submitted cost to expedite the project totaling \$709,315. The engineer negotiated with the contractor a combined cost, indicated on this contract modification, which would cover the delay cost and the cost to expedite the work. This cost was also compared to the user delay cost should the work not be expedited and the user delay cost far outweighed the cost to expedite the work.

The engineer set up this extra item that will be used to cover the additional costs the contractor would incur in overtime and expediting the work. These additional costs will be in lieu of paying for the delay costs that could include increased labor and material costs, idle equipment costs, extended use of traffic control devices, and increased supervision and overhead. This new item is set up to be covered by 80 percent Federal Funds and 20 percent State Funds. The agreement between MDOT and Wayne County has a cap on the State Funds; once this cap is reached Wayne County will be responsible for the balance of the expenses allocated to State Funds for this item.

The engineer and contractor have worked out a revised progress schedule to accelerate the work and open Sheldon Road by November 26, 2008. As part of this progress schedule they have tied the acceleration payment to tasks once the tasks are completed the associated acceleration payment will be made. The extra cost for Project Acceleration was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by the engineer for their increased costs.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 31, 2008, meeting, and is now recommended for approval by the State Administrative Board on August, 19, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.95%; Wayne County, 12.56%, State Restricted Trunkline, 17.49%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
August 8, 2008

Kirk T. Steudle
Director



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

August 11, 2008

Ms. Sherry Bond, Secretary
State Administrative Board
P.O. Box 30026
Lansing, Michigan 48909

Dear Ms. Bond:

The Michigan Department of Transportation (MDOT) must obtain State Administrative Board (SAB) approval for all maintenance/construction contracts \$25,000 or greater prior to commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior to beginning work. In accordance with Administrative Guide Procedure 0510.09 Emergency Purchases, a letter describing the emergency and action taken shall be submitted to notify the SAB, Civil Service Commission, and other sources, if applicable.

On May 13, 2008, MDOT determined an emergency contract was necessary on bridge structure B01 of EB M-14 over the Rouge River after it was discovered that the west abutment wall had deteriorated to a point where it could no longer safely support four beams on the south half of the bridge under two of the three lanes of EB M-14. The inspection determined there was imminent danger to the public and action needed to be taken immediately to protect the public and to avoid interruption in commerce.

The Metro Region Maintenance Division immediately closed two lanes of the freeway over the damaged portion of the bridge. Metro staff and the Lansing Bridge Unit assessed the bridge condition and quickly determined that temporary supports were needed for the four beams not receiving support from the abutment wall. Metro staff contacted the Walter Toebe Construction Company to install the temporary supports, as they were already working on an MDOT project (JN 74709A) in the area and able to respond immediately. The Lansing Bridge Unit provided specifications for Toebe Construction to follow.

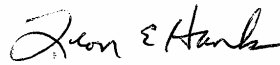
On May 14, 2008, Toebe Construction mobilized equipment to expose the footings. After the footings were located, the contractor took measurements and fabricated the temporary supports to specification. The temporary supports arrived on May 16, 2008, and were immediately installed so that the affected four beams no longer relied on the abutment wall for support. Lansing Bridge Unit is currently designing a long term repair on an expedited schedule.

Ms. Sherry Bond, Secretary
Page 2
August 11, 2008

Because immediate action was needed, the contractor agreed to follow and accept force account payment and procedures. The work was completed on May 16, 2008, at a final cost of \$51,363.79.

Thank you for your consideration in this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Officer, at 517-241-2674.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kirk T. Steudle".

 Kirk T. Steudle
Director

APPROVED

August 19, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A special meeting of the Transportation and Natural Resources
Committee was held at 10:55 a.m. on August 19, 2008. Those present
being:

Chairperson: Brian DeBano, representing Approved _____
Secretary of State Land

Member: Brandon Hofmeister, representing Approved _____
Lt. Governor Cherry

Member: Patrick F. Isom, representing Approved _____
Attorney General Cox

Others: Kevin Francart, Iris Lopez, Department of Attorney General; Sherry
Bond, Eva Rojas, TeAnn Smith, Department of Management and Budget;
Amy Meldrum, Wayne Roe, Jr., Department of Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation special agenda was presented.

Following discussion, Mr. Isom moved that the Transportation special
agenda be recommended to the State Administrative Board for approval.
Supported by Mr. Hofmeister, the motion was unanimously adopted.

Mr. DeBano adjourned the meeting.

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Special T&NR Meeting: August 19, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 10:55 AM
State Administrative Board Meeting: August 19, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

BID LETTING

STATE PROJECTS

1.	LETTING OF AUGUST 15, 2008	ENG. EST.	LOW BID
	PROPOSAL 0808901	\$ 796,748.15	\$ 715,115.10
	PROJECT MER 11016-103891		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 02, 2008		
	COMPLETION DATE - MAY 02, 2009		-10.25 %

Emergency bridge rehabilitation consisting of deck overlay, railing replacement, expansion joint replacement, approach work and maintaining traffic on I-94 and I-94BL eastbound, 2.30 miles east of Benton Harbor, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.W. Lamb, Inc.	\$ 715,115.10	Same	1 **
Posen Construction, Inc.	\$ 738,144.59	Same	2
C. A. Hull Co., Inc.	\$ 761,194.52	Same	3
Anlaan Corporation	\$ 788,154.96	Same	4
J. Slagter & Son Construction Co.	\$ 934,707.78	Same	5
Walter Toebe Construction Co.			
Midwest Bridge Company			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

103891A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49022.

2. LETTING OF AUGUST 15, 2008 ENG. EST. LOW BID
 PROPOSAL 0808902 \$ 98,495.00 \$ 98,269.80
 PROJECT M 73101-M40802
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - AUGUST 20, 2008
 COMPLETION DATE - AUGUST 23, 2008 -0.23 %

0.25 mi of cold milling hot mix asphalt, concrete pavement, and hot mix asphalt surfacing on 4 existing bridge decks and their approaches on I-675 southbound, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving & Contracting Co.,	\$ 98,269.80	Same	1 **
Lois Kay Contracting Co.	\$ 99,947.60	Same	2
Saginaw Asphalt Paving Company	\$ 131,880.00	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M40802

State Restricted Trunkline Funds

100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48603.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

Mr. DeBano presented the Transportation and Natural Resources Committee Reports for the regular meeting of August 13, 2008, and the special meeting of August 19, 2008. After review of the foregoing Transportation and Natural Resources Committee Reports, Mr. DeBano moved that the Reports covering the regular meeting held August 13, 2008, be approved and adopted with Items 25 and 26 of the regular Transportation agenda withdrawn by the Department of Transportation at the State Administrative Board meeting of August 19, 2008, and the special meeting held August 19, 2008, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. DeBano moved to adjourn the meeting. The motion was supported by Mr. Hofmeister and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON